

Agenda

Local Committee
SCC LC (Reigate & Banstead)

Welcome to Reigate and Banstead Local Committee

Your Councillors, Your Community
and the Issues that Matter to You



Discussion

| | |
|---|------|
| Local Prevention Framework – commissioning of preventative youth work <i>Jeremy Crouch</i> | 2:30 |
| Redhill Balanced Network <i>Paul Fishwick</i> | 3:00 |
| Travel SMART update <i>Marc Woodall</i> | 3:30 |

Venue

Location: *Reigate Town Hall,
Castlefield Road,
Reigate, Surrey
RH2 0SH*

Date: *Monday 17 June 2013*

Time: *2.00 pm*

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: sarah.quinn@surreycc.gov.uk

Tel: 01737 737695



SURREY
COUNTY COUNCIL

Surrey County Council Appointed Members

Mrs Dorothy Ross-Tomlin, Horley East (Chairman)
Mrs Kay Hammond, Horley West, Salfords and Sidlow (Vice-Chairman)
Mrs Natalie Bramhall, Redhill West and Meadvale
Mr Jonathan Essex, Redhill East
Mr Bob Gardner, Merstham and Banstead South
Mr Michael Gosling, Tadworth, Walton and Kingswood
Dr Zully Grant-Duff, Reigate
Mr Ken Gulati, Banstead, Woodmansterne and Chipstead
Mr Nick Harrison, Nork and Tattenhams
Ms Barbara Thomson, Earlswood and Reigate South

Borough Council Appointed Members

Borough Councillor Victor Broad, Tadworth and Walton
Borough Councillor Adam De Save, Reigate Central
Borough Councillor Julian Ellacott, Redhill West
Borough Councillor Ms Sarah Finch, Redhill East
Borough Councillor Norman Harris, Nork
Borough Councillor Roger Newstead, Reigate Hill
Borough Councillor Graham Norman, Meadvale and St Johns
Borough Councillor David Powell, Horley West
Borough Councillor John Stephenson, Chipstead, Hooley and Woodmansterne
Borough Councillor Mrs Rachel Turner, Tadworth and Walton

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 Sarah Quinn, Community Partnership and Committee Officer on 01737 737695 or write to the Community Partnerships Team at Reigate Town Hall, Castlefield Road, Reigate, Surrey, RH2 0SH or sarah.quinn@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.

OPEN FORUM

Before the formal Committee session begins, the Chairman will invite **questions relating to items on the agenda from members of the public** attending the meeting. Where possible questions will receive an answer at the meeting, or a written response will be provided subsequently.

PART ONE - IN PUBLIC

1 APOLOGIES FOR ABSENCE (AGENDA ITEM ONLY)

To receive any apologies for absence.

2 MINUTES OF PREVIOUS MEETING (AGENDA ITEM ONLY)

(Pages 1 - 14)

To approve the minutes of the previous meeting as a correct record. The minutes will be available in the committee room half an hour before the start of the meeting, or online at www.surreycc.gov.uk/reigateandbanstead or by contacting the Community Partnership and Committee Officer.

3 DECLARATIONS OF INTEREST (AGENDA ITEM ONLY)

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

Notes:

- Each Member must declare any interest that is disclosable under the Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012, unless it is already listed for that Member in the Council's Register of Disclosable Pecuniary Interests.
- As well as an interest of the Member, this includes any interest, of which the Member is aware, that relates to the Member's spouse or civil partner (or any person with whom the Member is living as a spouse or civil partner).
- If the interest has not yet been disclosed in that Register, the Member must, as well as disclosing it at the meeting, notify the Monitoring Officer of it within 28 days.
- If a Member has a disclosable interest, the Member must not vote or speak on the agenda item in which it arises, or do anything to influence other Members in regard to that item.

4 PETITIONS (AGENDA ITEM ONLY)

To receive any petitions in accordance with Standing Order 68. Notice should be given in writing or by email to the Community Partnership and Committee Officer at least 14 days before the meeting. Alternatively, the petition can be submitted on-line through Surrey County Council's e-petitions website as long as the minimum number of signatures (30) has been reached 14 days before the meeting.

5 FORMAL PUBLIC QUESTIONS (AGENDA ITEM ONLY)

To answer any questions from residents or businesses within the Reigate and Banstead Borough area in accordance with Standing Order 69. Notice should be given in writing or by email to the Community Partnership and Committee Officer by 12 noon four working days before the meeting.

6 FORMAL MEMBER QUESTIONS (AGENDA ITEM ONLY)

To receive any questions from Members under Standing Order 47. Notice should be given in writing to the Community Partnership and Committee Officer before 12.00pm four working days before the meeting.

7 LOCAL COMMITTEE TASK GROUP REPRESENTATION 2013-14 (NON-EXECUTIVE FUNCTION) (Pages 15 - 22)

The Local Committee is asked to review and agree the terms of reference and membership of the Youth Task Group and the Local Sustainable Transport Fund Task Group for 2013-14.

(Report and Annexes 1 and 2 attached)

8 LOCAL PREVENTION FRAMEWORK - TASK GROUP RECOMMENDATION (EXECUTIVE FUNCTION) (Pages 23 - 28)

The recommendation for the award of funding is the culmination of several months' work by the Youth Task Group that will result in services being commissioned by the local committee in response to local need. The focus of the work will be to reduce the risk factors that are predictors of young people becoming Not in Education Employment or Training (NEET) in Reigate and Banstead.

The Local Committee is responsible for commissioning services to prevent young people becoming Not in Education, Employment or Training within their local area. The Youth Task Group has recently met and received presentations from a range of potential suppliers. This paper sets out their recommendation as to who the funding should be awarded to.

(Report attached)

9 SERVICES FOR YOUNG PEOPLE - COMMISSIONS IN REIGATE & BANSTEAD 2012-13 (INFORMATION ITEM) (Pages 29 - 40)

The purpose of this report is to update the Local Committee on the progress we have made towards participation for all young people in Reigate and Banstead in post-16 education, training and employment during 2012-13.

(Report and Annexes 1 and 2 attached)

10 PROJECT HORIZON (EXECUTIVE FUNCTION)

Report TO FOLLOW

11 REDHILL BALANCED NETWORK - UPDATE (EXECUTIVE DECISION) (Pages 41 - 50)

This paper is to update members on the current status of the Redhill Balanced Network project and decisions delegated to certain members by this committee.

The Local Committee delegated authority to certain members to enable officers to progress the project during the spring of 2013. The Department for Transport (DfT) announced on the 31 May 2013 that the Local Pinch Point Fund bid was successful.

This is excellent news and now allows the construction works to commence during September 2013.

(Report and Annexes A and B attached)

12 TRAVEL SMART LOCAL SUSTAINABLE TRANSPORT FUND PROGRAMME (EXECUTIVE FUNCTION) (Pages 51 - 84)

In June 2012, Surrey County Council was successful in securing an award of £14.3 million in funding from the Department for Transport's Local Sustainable Transport Fund (LSTF). This is in addition to the award of £3.9 million LSTF Key Component secured in July 2011. Both grants are for the period up to 31 March 2015 and jointly form the Surrey Travel SMART programme. As part of the Surrey Travel SMART programme, a total of £4.8 million has been allocated for sustainable travel improvements in Redhill/Reigate.

This paper is separated into two parts. The first provides an overview of the Travel SMART programme and the second asks Members to consider Traffic Regulation Orders (TROs) to enable works on cycle route improvements to take place during 2013-14.

(Report and Annexes A to D attached)

13 HIGHWAY SCHEMES UPDATE (INFORMATION ITEM)

(Pages 85 - 92)

At the 4 March 2013 Local Committee, Members agreed a programme of revenue and capital highway works in Reigate and Banstead. Delegated Authority was given to enable the forward programme to be progressed without the need to bring further reports to the Local Committee for decision. This report sets out recent progress.

(Report and Annex 1 attached)

14 REIGATE & BANSTEAD SPEED LIMIT ASSESSMENT - A217 DOVERS GREEN ROAD / REIGATE ROAD (EXECUTIVE FUNCTION)

(Pages 93 - 102)

Following a fatality on the A217 Dovers Green Road in the vicinity of the junction with Ironsbottom, the local Member for Horley West, Salfords and Sidlow requested that a speed assessment be carried out on the A217 Dovers Green Road / Reigate Road. Speed limit assessments have recently been carried out, following the process set out in Surrey's Speed Management Policy. This process identifies the 'preferred' speed limit for each road assessed and compares it to the existing speed limit. As a result of this assessment it is proposed that the existing 50mph speed limit between the 30mph terminal at Dovers Green Road and a point approximately 100m south of Ironsbottom is reduced to 40mph. The 50mph speed limit south from this point to the Reigate & Banstead boundary remains unchanged. This report seeks approval for the changes to the speed limit in accordance with Surrey's policy.

(Report and Annexes 1 and 2 attached)

15 YEW TREE BOTTOM ROAD, EPSOM DOWNS - PROPOSED FOOTWAY (EXECUTIVE FUNCTION)

(Pages 103 - 110)

Adult Social Care is promoting the construction of a new length of footway in Yew Tree Bottom Road to link to the existing footway. The scheme would require localised realignment of the carriageway. The footway would enable their service users to safely access the existing footway network. To facilitate early construction of this scheme, the Local Committee is asked to approve the new length of footway in Yew Tree Bottom Road, subject to a commitment from Adult Social Care to fund the works in full.

(Report and Annexes 1 and 2 attached)

- 16 COMMUNITY SAFETY IN REIGATE AND BANSTEAD 2013-14 (EXECUTIVE FUNCTION)** (Pages 111 - 134)
- Surrey County Council is a statutory partner on the Reigate and Banstead Community Safety Partnership (CSP). The Local Committee has been delegated £3,226 to support the work of the CSP in 2013-14. The Committee is asked to agree that the Community Partnership Manager manages and authorises expenditure from the budget delegated to the Local Committee in accordance with the Local Committee's decision, according to the Community Safety Strategy priorities.
- (Report and Annex 1 attached)*
- 17 CABINET FORWARD PLAN (AGENDA ITEM ONLY)** (Pages 135 - 136)
- To note the report attached.*
- 18 LOCAL COMMITTEE FORWARD PLAN (AGENDA ITEM ONLY)** (Pages 137 - 138)
- To note the report attached.*

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**THESE MINUTES REMAIN DRAFT UNTIL FORMALLY APPROVED AT
THE 17 JUNE 2013 MEETING**

Minutes of the meeting of the
REIGATE AND BANSTEAD LOCAL COMMITTEE
held at 2.00 pm on 4 March 2013
at Reigate Town Hall, Castlefield Road, Reigate, Surrey RH2 0SH.

Surrey County Council Members:

- * Dr Zully Grant-Duff (Chairman)
- * Mrs Dorothy Ross-Tomlin (Vice-Chairman)
- * Mrs Angela Fraser
- * Mr Michael Gosling
- * Dr Lynne Hack
- * Mrs Kay Hammond
- * Mr Nick Harrison
- Mr Peter Lambell

Borough / District Members:

- * Borough Councillor Mrs Natalie Bramhall
- Borough Councillor Mark Brunt
- * Borough Councillor Keith Foreman
- * Borough Councillor Mrs Rita Renton
- * Borough Councillor Jonathan Essex
- * Borough Councillor Norman Harris
- Borough Councillor Graham Knight
- Borough Councillor David Powell
- * Borough Councillor Sam Walsh

71/12 APOLOGIES FOR ABSENCE (AGENDA ITEM ONLY) [Item 1]

Apologies for absence were received from Mr Peter Lambell and Cllr David Powell. Apologies for lateness were received from Mrs Dorothy Ross-Tomlin. Cllr Mrs Natalie Bramhall, Cllr Mrs Rita Renton and Cllr Sam Walsh gave apologies for leaving the meeting early. There were no substitutions.

72/12 MINUTES OF PREVIOUS MEETING (AGENDA ITEM ONLY) [Item 2]

The minutes were agreed as an accurate record of the previous meeting.

73/12 DECLARATIONS OF INTEREST (AGENDA ITEM ONLY) [Item 3]

There were no declarations of interest.

74/12 PETITIONS (AGENDA ITEM ONLY) [Item 4]

Two petitions were received.

75/12 PETITION - GATTON PARK ROAD, REIGATE - PEDESTRIAN AND CYCLIST SAFETY [Item 4a]

A petition was presented by Mrs Jill Mansfield, signed by 163 residents, calling for improvements to cyclist and pedestrian safety on Gatton Park Road, Reigate.

The Committee **NOTED** the response of the Area Team Manager, tabled as **Appendix A** to the minutes.

76/12 PETITION - GRANGE CLOSE, MERSTHAM - PARKING [Item 4b]

A petition was presented by Mr Vic Clarkson, signed by 25 residents, calling for a residents only parking scheme in Grange Close, Merstham.

The Committee **NOTED** the response of the Parking Strategy and Implementation Team Manager, tabled as **Appendix B** to the minutes.

77/12 FORMAL PUBLIC QUESTIONS (AGENDA ITEM ONLY) [Item 5]

None received.

78/12 FORMAL MEMBER QUESTIONS (AGENDA ITEM ONLY) [Item 6]

None received.

79/12 LOCAL COMMITTEE TASK GROUP REPRESENTATION (AGENDA ITEM ONLY) [Item 7]

The Committee **AGREED** that Mrs Dorothy Ross-Tomlin be nominated to the vacancy on the Local Sustainable Transport Fund Task Group for the remainder of the 2012/13 municipal year.

80/12 MEMBER ALLOCATIONS FUNDING (EXECUTIVE DECISION) [Item 8]

The Community Partnerships Team Leader (East) presented the report.

An addendum report and two additional bids (Salfords Cricket Club and East Surrey Home Start) were tabled, and are attached to the minutes as **Appendix C**.

The Committee:

- (i) **AGREED** the items presented for funding from the Local Committee's 2012/13 revenue funding, as set out in section 2 of the report submitted and tabled addendum/bid forms, and summarised below:
 - Footpath resurfacing – Yardley Close, Reigate (SCC Highways) - £6,000
 - Counselling Young People 11-15 (Relate Mid-Surrey) - £2,000
 - Vehicle Activated Sign – Balcombe Road, Horley (SCC Highways) - £4,000

- Copt Hill Lane Surface Improvements (SCC Countryside Access Team) - £1,500
- Skate Park Improvements (Sovereign Youth Club) - £8,000
- Pavilion Improvements, Mynthurst Cricket Club – £2,500
- Inclusive Theatre Workshops (Orbit Shed) - £11,990*
- Roof Repair, St Paul's Church Hall - £6,115
- Surrey Crimestoppers Awareness - £5,750
- Ramps and Bollards - Manor Drive, Horley (SCC Highways) - £3,000
- Banstead Shopwatch Scheme - £2,000
- Grit Bin, Gledhow Wood, Kingswood - £1,000
- Tadworth Cottage Hedge Cutting - £500
- Burgh Heath Village Sign Refurbishment - £820
- Lower Kingswood Fete Facilities - £500
- Wawick School, Redhill – Energy Workshops (Surrey SATRO) - £2,000
- Commemorative Benches, Banstead Village - £3,250
- Creation of a Junior Section (Salfords Cricket Club) - £3,143
- East Surrey Home Start - £1,000

*Mrs Dorothy Ross-Tomlin indicated that she wished the remaining balance of her Member Allocation (£4,125) to be added to the total contribution to Orbit Shed.

(ii) **AGREED** the item for approval from the Local Committee's 2012/13 capital budget, as set out in section 2 of the report submitted and summarised below:

- 3rd Banstead Scouts – increase meeting room capacity - £5,000*

*Members indicated that they wished the remaining capital budget of £7,400 to be divided equally between this bid and the Pathfinder Scout Group which had received funding earlier in the financial year; an additional contribution of £3,700 each. In addition, Mrs Angela Fraser indicated that she wished her remaining balance to be contributed to 3rd Banstead Scouts.

(iii) **NOTED** the expenditure previously approved by the Community Partnerships Manager and the Community Partnerships Team Leader under delegated authority, as set out in section 3 of the report submitted.

(iv) **NOTED** any returned funding and/or adjustments, as set out within the report submitted and also in the revised financial position statement at Appendix 1a of the tabled addendum.

(v) **NOTED** that Mrs Dorothy Ross-Tomlin is the sponsor of the both the Zoofari Yattendon and the Zoofari Horley Infant School bids and not Dr Zully Grant-Duff as reported in paragraph 3.1 of the report submitted.

(vi) **NOTED** that the last day for submitting 2012/13 bids for delegated approval is Friday 8 March 2013. This will allow for the Committee's two week period for Member comments ahead of the close of the

2012/13 funding round, after which no bids will be considered until 3 May 2013.

81/12 APPROVAL OF SMALL GRANTS BIDS (EXECUTIVE DECISION) [Item 9]

The Contract Performance Officer – Youth Work presented the report.

During discussion by the Committee, the following key points were raised:

- Members queried why St John's Junior Choir were not recommended any funding. Mr Michael Gosling indicated that he was willing to provide £700 from his Member Allocation to the group if a form was submitted to the Community Partnerships Team by the deadline of Friday 8 March.

The Committee **APPROVED** the following bids for funding:

- 7th Banstead Scout Group – New Scout Van - £600
- 10th Redhill Guides – Summer Camp - £800
- 135 (Reigate & Redhill) Squadron Air Training Corps – Cadet Vocational Training - £800
- East Surrey Rural Transport Association – Wheels to Work and Learn - £900
- 1st Tattenhams Guide Unit – Camp Fund - £800
- 7th Reigate Scout Group – ESU Scotland Expedition - £800
- 17th Reigate Scout Group – Digital Map and Compass - £800
- Redhill Raiders Junior Cycling Squad – 2 new cycling coaches - £845
- Redhill Town Football Club – new goalposts - £800
- The Gatton Trust – Shooting Gatton - £500

82/12 SERVICES FOR YOUNG PEOPLE LOCAL PREVENTION COMMISSIONING 2013-15 (EXECUTIVE DECISION) [Item 10]

The Contract Performance Manager – Youth Work presented the report.

An amended officer recommendation was tabled in order to clarify the allocation of funding for Individual Prevention Grants in each financial year during the period 2013-15.

During discussion by the Committee, the following reports were raised.

- Concerns were raised that the County Council's budget for 2014-15 had not yet been agreed. Mrs Kay Hammond, speaking in her capacity as Portfolio Holder, noted that the amount being discussed was small in comparison with the entire County Council budget, and that if necessary it could be found within the existing Services for Young People budget. The Contract Performance Officer drew the Committee's attention to paragraph 4.3 of the report submitted, which stated that it would be made clear to potential bidders that there may be reductions in the second year.

The Committee:

- (i) **APPROVED** the allocation of £15,500 to Individual Prevention Grants in each year of the period 2013-15.
- (ii) **APPROVED** the local needs specification (Annex A to the report submitted) to be considered by providers focusing on the identified needs of Reigate and Banstead and the geographical neighbourhoods prioritised by the Youth Task Group.

83/12 SURREY FIRE AND RESCUE SERVICE UPDATE (NON-EXECUTIVE FUNCTION) [Item 11]

The Group Manager (East Area) presented the report.

During discussion by the Committee, the following key points were raised:

- Mrs Kay Hammond, speaking in her capacity as Cabinet Member for Community Safety, informed the Committee that the consultation on the relocation of fire stations in Reigate and Banstead and Epsom and Ewell had been extended. She noted that the proposals had generally been well-received in Reigate and Banstead.
- Members wished to know why the consultation had been extended. The Cabinet Member reported that Epsom and Ewell Borough Council did not feel that sufficient engagement had taken place and had requested a public meeting, which took place on 14 February. Furthermore, trade unions had noted that the consultation period was under 12 weeks. The decision had been taken to extend the consultation to 12 weeks with implementation due after 1 April. An arrangement had been reached with West Sussex County Council to locate a Surrey fire engine at Horley Fire Station.
- Members wished to know whether Surrey Fire and Rescue Service has up to date intelligence on all premises in the borough, in light of the incident in Atherstone on Stour in Warwickshire. The Group Manager explained that all crews were able to access the most up to date mobile information on premises and can access information from the web and database. They can also access information from other authorities' databases. SFRS works with all local authorities in the planning process and information is constantly being updated.
- Concerns were raised that parts of the Banstead East division were not responded to within the standard times, particularly in Chipstead. Members wished to know where the new fire station in the north of the borough was likely to be. The Group Manager responded that response standards have been looked at, with officers receiving reports on response times. Every call is investigated to ascertain the reasons for not meeting the standard response time; however, some places will not be reached by the standard due to distance. The Cabinet Member added that this message had been heard and was forming part of the consultation. A suitable site in Burgh Heath would enhance the response time to areas such as Chipstead and cross border resources would always be utilised.
- Concerns were raised that moving a fire engine to Horley from Reigate would have an impact on Banstead. The Group Manager stated that this would not have an impact on Banstead, and the changes would improve response times across the board. However, it was noted that

there were some areas of the county that would not be reached within standard response times due to their location.

- Members noted that the London Fire Brigade was being restructured, and wished to know if this would impact on areas close to the border. The Group Manager reported that mutual assistance agreements were in place with neighbouring areas. He noted that 80% of the London Fire Brigade's cuts affected Central London, and arrangements were in place for Purley to support the Banstead area following its refurbishment. The Cabinet Member added that the relationship with the London Fire Brigade had greatly improved and there was a constant dialogue which did not previously exist.
- Concerns were raised regarding the potential time it would take to build two new fire stations and whether capital budget was available. The Group Manager confirmed that the new fire stations were in the capital budget. The Cabinet Member informed the Committee that the service was considering new ways of providing fire stations, such as using an existing warehouse in Salfords. The Group Manager added that crews were already being prepared for the move to Horley, and subsequently Salfords, and that consultation with staff in Epsom was taking place. SFRS was working with colleagues in Property to find a suitable location Burgh Heath. With regards to timescales, it was hoped that this would be in place by March 2014.
- The Chairman requested an update at the September 2013 meeting of the Local Committee.

The Committee **NOTED** the report for information.

[Cllrs Mrs Bramhall, Mrs Renton and Walsh left at 3.00pm]

84/12 REDHILL BALANCED NETWORK - TRAFFIC ORDERS AND CONSULTATION (EXECUTIVE FUNCTION) [Item 12]

The Local Sustainable Transport Fund (LSTF) Programme Manager presented the report.

During discussion by the Committee, the following key points were raised:

- Members noted that whilst 70% of respondents to the consultation were in favour of the proposals, 30% were opposed. They wished to know what they were opposed to. The LSTF Programme Manager reported that a number of people had commented on the proposed use of trees in the central reservation, and concerns had been raised regard the proposals for Redstone Hill, which would be looked at again.
- Members requested that the full report referred to in Annex C to be circulated separately. The LSTF Programme Manager undertook to do this.

The Committee:

- (i) **AUTHORISED** the Local Committee Chairman, Vice-Chairman and Area Team Manager, together with the relevant local divisional Member to progress any scheme from the agreed Redhill Balanced Network project, including consultation and statutory advertisement

that may be required under the Road Traffic Regulation Act 1984, for completion of those schemes.

- (ii) **NOTED** the results of the consultation indicated in Annex C of the report submitted.

85/12 TRAVEL SMART LOCAL SUSTAINABLE TRANSPORT FUND (LARGE BID) PROGRAMME (EXECUTIVE FUNCTION) [Item 13]

The Travel SMART Delivery Manager and LSTF Delivery Officer presented the report.

The Travel SMART Delivery Manager amended recommendation (iii) of the report submitted in order to clarify that Members of the LSTF Task Group would be consulted on any amendments, in line with previous decisions of the Committee.

During discussion by the Committee, the following key points were raised:

- Members wished to know if decisions with regards to the Business Travel Forums would be brought back to the Committee in the forthcoming financial year. The Travel SMART Delivery Manager confirmed that this would be the case. Recommendation (iii) does not relate to the Business Travel Forums.

The Committee:

- (i) **NOTED** the progress made on the 2012/13 programme.
- (ii) **AGREED** the 2013/14 Redhill/Reigate Travel SMART programme including the revised cycle route map.
- (iii) **AGREED** to delegate amendments to the Travel SMART programme to the Local Committee Chairman and Vice-Chairman and the Travel SMART Programme Manager in consultation with the appropriate officers and members of the Local Sustainable Transport Fund Task Group.

86/12 HIGHWAY SCHEMES 2012/13 - END OF YEAR UPDATE (NON-EXECUTIVE FUNCTION) [Item 14]

The Area Highways Manager presented the report.

During discussion by the Committee, the following key points were raised.

- Members requested an update on parking review implementation. The Area Highways Manager agreed to report back on this.
- A question was asked regarding the likely start of footway improvements on The Drive, Banstead. The Area Highways Manager reported that 77 lime trees in The Drive have tree protection orders on them, and further design work was required. He agreed to follow this up outside the meeting.
- A number of queries relating to Project Horizon were raised. The Area Highways Manager informed the Committee that individual meetings

for each Member with the Projects and Contracts Group Manager would be set up to discuss each division.

The Committee **NOTED** the report for information.

87/12 HIGHWAYS FORWARD PROGRAMME 2013/14 - 2014/15 (EXECUTIVE FUNCTION) [Item 15]

The Area Highways Manager presented the report.

During discussion by the Committee, the following key points were raised:

- Members wished to know whether the £100,000 allocated to the community maintenance gang was a new initiative. The Area Highways Manager explained that the community maintenance gang had previously been centrally funded, but due to the fact that it did not carry out safety works.
- Explanation was sought regarding the lists in Annexes 2a, 2b, 3a and 3b. The Area Highways Manager explained that the lists had been drawn up in this way to highlight the changes to divisional boundaries following the County Council elections in May. He added that the lists were not exhaustive.
- Concerns were raised regarding the potential benefits of the community maintenance gang. The Area Highways Manager stated that the Area Maintenance Engineer would be in touch with each divisional Member for a list of priority works in each area.
- A question was asked regarding the refreshing of yellow lines. The Area Highways Manager explained that the refreshing of existing yellow lines was the responsibility of Reigate and Banstead Borough Council under the agency agreement for parking enforcement; new lines were the responsibility of the Parking Team.
- Concerns were raised regarding potholes on the A25 between Redhill and Reigate, and drainage issues. The Area Highways Manager confirmed that attempts were being made to address the pothole issues, including Project Horizon. Drainage issues were being looked at as part of the contract with May Gurney.
- Members noted that Cabinet had recently agreed an extra £1million from the Olympics contingency budget would be allocated for potholes, and wished to know whether local officers had been consulted. The Area Highways Manager replied that the Area Maintenance Engineer would be consulted on local needs.
- Concerns were raised regarding Pound Road, Banstead and Lissoms Road, Chipstead, which were on the list of proposed sites for Local Structural Repair but had recently had large areas resurfaced. Member wished to know what “whole road” referred to. The Area Highways Manager explained that although some resurfacing had already taken place, further surface dressing and repairs may still be required. However, if either road appeared on the Project Horizon list, they would be removed from the Local Structural Repairs list. It was noted that the Project Horizon list would be circulated to Members shortly.

The Committee:

- (i) **APPROVED** the list of Integrated Transport Schemes for 2013/14 and 2014/15 given in Annex 1 of the report submitted and **AGREED** that further schemes can be added to the list during the year, subject to formal Local Committee approval and funding being allocated.
- (ii) **AGREED** that the Integrated Transport Schemes allocation for Reigate and Banstead is used to progress the programme as set out in Annex 1 of the report submitted.
- (iii) **AUTHORISED** the Local Committee Chairman, Vice-Chairman and Area Team Manager, together with the relevant local divisional Member to progress any scheme from the agreed Integrated Transport Schemes programme for 2013/14, including consultation and statutory advertisement that may be required under the Road Traffic Regulation Act 1984, for completion of those schemes.
- (iv) **AGREED** that where the Local Committee Chairman, Vice-Chairman, relevant local divisional Member and Area Team Manager agree that an Integrated Transport Scheme should not progress for any reason, a report be submitted to the next formal meeting of the Local Committee for resolution.
- (v) **APPROVED** the list of carriageway local structural repair schemes given in Annexes 2a/2b and footway improvement schemes given in Annexes 3a/3b.
- (vi) **AGREED** that the Integrated Transport Schemes allocation for capital maintenance be divided equitably between County Councillors, allocation £123,050 to treat carriageways and £100,000 to treat footways, and that the schemes to be progressed from Annexes 2a/2b, and 3a/3b be agreed by the Area Team Manager in consultation with the Local Committee Chairman, Vice-Chairman and local divisional Members.
- (vii) **AUTHORISED** the Area Team Manager, in consultation with the Local Committee Chairman and Vice-Chairman, be able to vire money between the carriageway and footway Integrated Transport Schemes capital maintenance schemes, if required.
- (viii) **AUTHORISED** the Area Maintenance Engineer, in consultation with the Local Committee Chairman, Vice-Chairman and relevant local divisional Member, to use £100,000 of the revenue maintenance budget for 2013/14 as detailed in Table 2 of the report submitted.
- (ix) **AGREED** that £5,000 per County Councillor be allocated from the revenue maintenance budget for Highways Localism Initiative works, and that if this funding is not distributed by the end of November 2013, the monies revert to the relevant Member's Community Enhancement allocation.
- (x) **AGREED** that the remaining £134,110 of the revenue maintenance budget be used to fund a revenue maintenance gang in Reigate

and Banstead and to carry out other minor works identified by the Area Maintenance Engineer, in consultation with the Local Committee Chairman, Vice-Chairman and relevant local divisional Member.

- (xi) **AUTHORISED** the Area Maintenance Engineer, in consultation with the Local Committee Chairman and Vice-Chairman, to be able to vire the revenue maintenance budget between the headings detailed in Table 2 of the report submitted.
- (xii) **AGREED** that the Community Enhancement Funding is devolved to each County Councillor based on an equitable allocation of £5,000 per division.
- (xiii) **AGREED** that Members should contact the Area Maintenance Engineer to discuss their specific requirements with regard to their Community Enhancement allocation and arrange for the work activities to be managed by the Area Maintenance Engineer on their behalf.

88/12 FRENCHES ROAD, REDHILL - RESULTS OF TRIAL SUSPENSION OF BUS GATE (EXECUTIVE FUNCTION) [Item 16]

The Area Highways Manager presented the report.

During discussion by the Committee, the following key points were raised:

- Members wished to know whether the split of different vehicle types and speeds had been considered in the 'before and after' surveys. The Area Highways Manager reported that the surveys were traffic counts only and did not measure speed.
- A question was asked regarding the future road safety audit with regards to when it was likely to take place and when any resulting measures would be implemented. The Area Highways Manager explained that signage would be looked at as part of the recommendations. A Stage 3 Safety Audit would take place after implementation and the findings reported back to the Committee. It was noted that any substantial works orders could not be raised until the new financial year, but it was intended that this would be taken forward as quickly as possible.

The Committee:

- (i) **AGREED** that the suspension of the bus gate be made permanent.
- (ii) **AUTHORISED** the advertisement of the revocation of The Surrey County Council (Frenches Road, Redhill) (Prohibition of Driving) Order 2005, the effect of which will be to make permanent the experimental order.
- (iii) **APPROVED** the installation of a speed table in the existing road narrowing at the bus gate.

- (iv) **AUTHORISED** the advertisement of a Notice in accordance with Section 90(A) to (I) of the Highways Act 1980 (as amended), the effect of which would be to give notice of the County Council's intention to introduce a raised table at the existing road narrowing in Frenches Road, Redhill.
- (v) **INSTRUCTED** officers to review the direction signs to the Holmethorpe Industrial Estate and that new or improved signing be implemented as appropriate.
- (vi) **AUTHORISED** delegation of authority to the South East Area Team Manager, in consultation with the Chairman, Vice-Chairman and divisional Member, to resolve any objections or representations received in connection with any of the notices advertised.

89/12 SUTTON LANE, BANSTEAD - SPEED LIMIT ORDER (EXECUTIVE FUNCTION) [Item 17]

The Area Highways Manager presented the report.

During discussion by the Committee, the following key points were raised:

- Members wished to know whether this additional cost would be met by the London Borough of Sutton. The Area Highways Manager confirmed that this would be the case.
- Concerns were raised regarding the enforcement of the speed limit and whether this would address the issue of accidents at the junction, which some Members felt was in fact due to parked cars.

The Committee:

- (i) **AGREED** to set aside the objection to the advertised speed limit order set out in paragraph 3.3 of the report submitted for the reasons given in paragraphs 3.4 and 3.5 of the report submitted.
- (ii) **AUTHORISED** the making of a speed limit order under the Road Traffic Regulation Act 1984, the effect of which will be to apply the national speed limit of 60mph on that length of Sutton Lane, Banstead which extends from a point 10 metres north of Freedown Lane northwards to a point 61 metres north of Highdown Lane.
- (iii) **AGREED** that consideration and resolution of any further objections received be delegated to the South East Area Team Manager in consultation with the Chairman, Vice-Chairman and divisional Member.

90/12 EAST WALK, SOUTH WALK AND VICARAGE WALK, REIGATE - PROHIBITION OF MOTOR VEHICLES [EXECUTIVE FUNCTION] [Item 18]

The Area Highways Manager presented the report on behalf of the Parking Strategy and Implementation Team Manager.

The Committee **AGREED** that following consideration of objections to be reported at the meeting, the prohibition of motor vehicles order is made.

91/12 DATA OVERVIEW OF ACADEMIC PROGRESS WITHIN THE BOROUGH OF REIGATE AND BANSTEAD (NON-EXECUTIVE FUNCTION) [Item 19]

The Area Education Officer presented the report.

During discussion by the Committee, the following points were raised:

- Concerns were raised regarding the fact that schools in Reigate and Banstead were below the Surrey County Council average for Key Stage 4. The Area Education Officer reported that new School Improvement Strategy would target schools based on data, and would involve a leadership review by Babcock 4S and actions reported to the headteacher and chair of governors.
- A question was asked regarding the nursery at Manorfield Primary School, Horley, as it was not shown in the attainment graph in the report. The Area Education Officer explained that it was incorporated as part of the primary school. Nurseries were not reported on separately as the Early Years Foundation Stage was not part of the outcomes reported on.
- Members expressed the view that individual schools should be discussed as they needed to know which schools were not meeting standards. The Area Education Officer informed Members that such a discussion would need to take place in private; it was suggested that this be added to the agenda for a future informal meeting of the Committee.
- Discussion took place regarding the impact of independent schools on the performance of maintained schools. The Area Education Officer noted that attainment in the independent sector was generally higher; however, the data analysis did not take independent schools into consideration. She stated that the key issue was progress; what schools achieve with the pupils they have. Value-added data was important for showing this, and the outcomes from the Warwick School were a good example of a school adding value.
- Members wished to know who produced the attainment report. The Area Education Officer informed the Committee that it was written by the Central Surrey Performance Team, and the graphs were produced by Babcock 4S.
- Concerns were raised regarding the performance of the Pupil Referral Unit. The Area Education Officer informed Members that the Reigate and Redhill PRU provision covered the whole South East Surrey Area (Reigate and Banstead, Mole Valley and Tandridge). It had been identified that the primary element of the PRU required improvement, and new leadership had been installed. A recent reorganisation had meant that the PRU now covered ages 5 to 16, and it achieved a "Good with Outstanding leadership" judgment in its most recent Ofsted inspection in October 2012.
- Clarification was sought regarding the graph detailing A-level results. The Area Education Officer explained that this graph included results from East Surrey College and Reigate College as well as schools with sixth forms, and covered the whole borough.

The Committee **NOTED** the report for information.

[The Chairman moved this item to the end of the agenda.]

92/12 CABINET FORWARD PLAN (AGENDA ITEM ONLY) [Item 20]

The Committee **NOTED** the report for information.

[The Chairman brought this and Agenda Item 21 forward to be heard after Agenda Item 18.]

93/12 LOCAL COMMITTEE FORWARD PLAN (AGENDA ITEM ONLY) [Item 21]

The Committee **NOTED** the report for information.

[The meeting adjourned between 4.20pm and 4.30pm. Mr Gosling left the meeting at 4.20pm.]

Meeting ended at: 5.15 pm

Chairman

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 17 JUNE 2013

LEAD OFFICER: SARAH QUINN, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER

SUBJECT: LOCAL COMMITTEE TASK GROUP REPRESENTATION 2013-14

DIVISION: ALL REIGATE & BANSTEAD DIVISIONS



| |
|---|
| SUMMARY OF ISSUE: |
| The Local Committee is asked to review and agree the terms of reference and membership of the Youth Task Group and the Local Sustainable Transport Fund Task Group for 2013-14. |
| RECOMMENDATIONS: |
| <p>The Local Committee (Reigate & Banstead) is asked to agree:</p> <ul style="list-style-type: none"> (i) The terms of reference of the Youth Task Group and the Local Sustainable Transport Fund Task Group, as set out in Annexes 1 and 2. (ii) The membership of these task groups for 2013-14. |
| REASONS FOR RECOMMENDATIONS: |
| The Local Committee's two task groups enable to Local Committee to carry out its work in an efficient and expedient manner. |

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Local Committee is asked annually to consider the work that should be considered at formal meetings and the relevant task groups that should be established to support the Committee in its work.
- 1.2 In 2011-12, the Local Committee established a Youth Task Group and a Local Sustainable Transport Fund Task Group.
- 1.3 The terms of reference were last reviewed and the task groups re-established on 18 June 2012.

2. ANALYSIS:

2.1 Both task groups have been successful and contributed to efficient decision making by the Local Committee in a range of areas. Due to this success, the recommendation is to re-establish the task groups for 2013-14 with the terms of reference set out in **Annexes 1 and 2**.

2.2 Due to the increased size of the Local Committee, the number of Members required for each task group has been increased. The proposals are as follows:

- Youth Task Group – 3 County Councillors and 3 Borough Councillors
- Local Sustainable Transport Fund Task Group – 4 County Councillors and 3 Borough Councillors

3. OPTIONS:

3.1 It is recommended that the Local Committee agrees to re-establish the task groups, in order to continue the successful work carried out in previous years.

4. CONSULTATIONS:

4.1 Consultation has taken place with the previous and current Local Committee Chairmen, and with relevant officers from Services for Young People and Environment and Infrastructure.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 There are no specific financial implications arising from the recommendations. Work to support the recommendations will be undertaken within current resources, and the task groups have no decision making powers.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 There are no specific equalities and diversity implications arising from the recommendations.

7. LOCALISM:

7.1 The establishment of task groups enables officers to draw upon the local knowledge of County and Borough Councillors, ensuring that specific local needs and priorities are considered.

8. OTHER IMPLICATIONS:

| Area assessed: | Direct Implications: |
|--|---|
| Crime and Disorder | Set out below. |
| 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 | No significant implications arising from this report. |

8.1 Crime and Disorder implications

The Youth Task Group is involved in the commissioning process for the Local Prevention Framework which is aimed at preventing young people from becoming NEETs (not in education or employment) or entering the Youth Justice system.

8.2 Sustainability implications

The Local Sustainable Transport Fund Task Group monitors and reviews the progress of the Local Sustainable Transport Fund / Travel SMART programme, which is aimed at encouraging greater use of sustainable methods of transport such as walking, cycling and public transport, reducing carbon emissions and encouraging economic growth.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 There are no significant changes to the task groups proposed other than an increase in membership. Both task groups ran successfully during 2011-12 and 2012-13.

9.2 The Local Committee (Reigate and Banstead) is asked to agree:

- (i) The terms of reference of the Youth Task Group and the Local Sustainable Transport Fund Task Group, as set out in Annexes 1 and 2.
- (ii) The membership of these task groups for 2013-14.

10. WHAT HAPPENS NEXT:

10.1 The Local Committee will next be asked review the task group terms of reference and membership in June 2014.

Contact Officer:

Sarah Quinn, Community Partnership and Committee Officer, 01737 737695

Consulted:

Previous and Current Local Committee Chairmen; relevant officers in Services for Young People and Environment and Infrastructure

Annexes:

Annex 1 – Youth Task Group Terms of Reference

Annex 2 – Local Sustainable Transport Fund Task Group Terms of Reference

Sources/background papers:

- Local Committee Protocols and Task Group Representation 2012/13 - report to Local Committee (Reigate & Banstead), 18 June 2012.
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YOUTH TASK GROUP TERMS OF REFERENCE

Objective:

The Local Committee (Reigate and Banstead) agreed on the 20 June 2011 that a Youth Task Group is established to assist and advise the Local Committee in relation to Youth Issues and the future delivery of Youth Provision locally.

The Youth Task Group is established jointly with Reigate and Banstead Borough Council.

Membership

The Task Group will contain **six** appointees from the Local Committee - **three** County and **three** Borough Councillors. In addition the Task Group can invite up to four young people from the borough, all with equal status. The Task Group may also consult with other relevant members of the Committee.

General

1. It is proposed to establish a Youth Task Group. The Task Group shall exist to advise the Local Committee. It has no formal decision making powers. The Task Group will:
 - A. Unless otherwise agreed, meet in private
 - B. Develop a work programme
 - C. Record actions,
 - D. Report back to the Local Committee on progress.
2. The Task Group's function is to assist and advise the Local Committee in relation to Youth Issues and the future delivery of Youth Provision locally.
3. Officers supporting the Task Group will consult the Group and will give due consideration to the group's reasoning and recommendations prior to the officer writing their report to the parent Local Committee.
4. The Task Group can, should it so wish, respond to an officer report and submit its own report to the Local Committee.
5. The Task Group terms of reference and membership is to be reviewed and agreed by the Local Committee annually.

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LOCAL SUSTAINABLE TRANSPORT FUND TASK GROUP TERMS OF REFERENCE

Objective

The Local Committee (Reigate and Banstead) agreed on 5 December 2011 that a Local Sustainable Transport Fund Task Group be established to advise the Local Committee on the progress of the Local Sustainable Transport Fund during the year. It will achieve this through a process of monitoring and reviewing the current Local Sustainable Transport Fund programme considering the proposals in greater detail to ensure they both match the objectives of the LSTF programme and are right for Reigate and Redhill.

The Local Sustainable Transport Fund Task Group is established jointly with Reigate and Banstead Borough Council.

Membership

The Task Group will consist of seven Members of the Local Committee; four County and three Borough Councillors, appointed by the Local Committee at its first meeting of the municipal year.

General

1. The task group shall exist to review and challenge officers proposals under the LSTF programme and advise the Local Committee of programme progress. Each year the Local Committee will :
 - Determine the role and lifespan of the Task Group.
 - Review the operation of the Task Group over the previous year.
 - Agree criteria for consideration by the Task Group and make those criteria available to all Member of the Local Committee
2. A key role of the Task group will be to allocate £10,000 allocation of community funding programme funds available for both Redhill West and Merstham wards. The Task group will have no other formal decision making powers. Unless otherwise agreed, the task group will meet in private.
3. The Task Group will, where necessary, refine the programme recommended by the responsible officer to the Local Committee for approval.
4. From time to time the LSTF Task Group may be asked for their opinion on developments from the Redhill Balanced Network proposals.
5. Officers supporting the Task Group will consult the Group and will give due consideration to the group's reasoning and recommendations prior to the officer writing their report to the parent Local Committee.
6. The Task Group can, should it so wish, respond to an officer report and submit its own report to the Local Committee.
7. The Task Group terms of reference and membership is to be reviewed and agreed by the Local Committee annually.

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)



DATE: 17 JUNE 2013

LEAD OFFICER: GARATH SYMONDS, ASSISTANT DIRECTOR FOR YOUNG PEOPLE

SUBJECT: LOCAL PREVENTION FRAMEWORK – TASK GROUP RECOMMENDATION

DIVISION: ALL REIGATE & BANSTEAD DIVISIONS

SUMMARY OF ISSUE:

The recommendation for the of award of funding is the culmination of several months' work by the Youth Task Group that will result in services being commissioned by the local committee in response to local need. The focus of the work will be to reduce the risk factors that are predictors of young people becoming Not in Education Employment or Training (NEET) in Reigate and Banstead.

The Local Committee is responsible for commissioning services to prevent young people becoming Not in Education, Employment or Training within their local area. The Youth Task Group has recently met and received presentations from a range of potential suppliers. This papers sets out their recommendation as to who the funding should be awarded to.

RECOMMENDATIONS:**The Local Committee (Reigate & Banstead) is asked to:**

- (i) Approve the Youth Task Group recommendation to aware a funding agreement for a twenty-four month period from 1 September 2013 to the following provider:
 - Reigate and Redhill YMCA for 100% of the contract value (£139,500pa) to prevent young people from becoming NEET in Reigate and Banstead.

REASONS FOR RECOMMENDATIONS:

The recommendations will support the Council's priority to achieve full participation; that is, for 100% of young people aged 16 to 19 to be in education, training or employment.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Local Prevention Framework (LPF) is an allocation of £139,500 per annum (pa) to the Surrey County Council (SCC) Local Committee in Reigate and Banstead to commission outcomes to work with young people most at risk of becoming NEET, prepare them for participation and prevent them becoming NEET. The allocation is based on the number of young people who are NEET or at risk of NEET in the borough with an adjustment for the number of youth centres. LPF provision is for services delivered outside of the school day.
- 1.2 The LPF delivers against the County Council's expectation that where possible, local youth services will be commissioned locally, in line with the government's localism agenda. In furtherance of this agenda the Local Committee convened a Youth Task Group to act in an advisory capacity through the procurement process with representation from young people, County Members, Borough Members, community stakeholders and support from County and Borough officers.
- 1.3 The purpose of the local prevention framework is to prepare young people for participation and prevent them becoming NEET. It works with young people of secondary school age, who are most at risk of becoming NEET and complements the functions of the Youth Support Service that has a clear focus on young people who are currently NEET or who are currently in the youth justice system.

2. ANALYSIS:

- 2.1 The provider solutions were sought in a competitive process involving four stages:



2.2 A needs assessment workshop was held on 11 February 2013 with representation from young people, elected members and other local stakeholders. The workshop was able to consider the data on NEET young people, young people at risk of NEET and youth offending, information from the Index of Multiple Deprivation (IMD) and the perspective and experience of the workshop participants.

2.3 The Local Committee approved the LPF Specification for Reigate and Banstead on 4 March 2013. This included the following key priorities:

- Projects to prevent teenage pregnancy and projects which support teenage parents (mums and dads) to remain in education.
- Young people need highly developed role models, and mentoring opportunities to support them to make a successful transition post 16.
- Young people with mental health needs, including social skills and self esteem, as well as motivation and low aspirations.

2.4 The following key identified neighbourhoods were highlighted by the Task Group:

- Preston Ward – in particular the Pitwood Green area
- Merstham Estate – in particular Portland Drive area
- Redhill – Timperley Gardens, Longmead, Colesmead,
- South Reigate – Woodhatch, South Park, Meadvale
- Horley East and West and Court Lodge Road

2.5 In addition the Task Group asked that bidders met the following key criteria when bidding:

- 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 (in particular the summer, Easter and half-term holidays), weekends and evenings to young people in addition to term-time out of school hours.
- Projects should have a focus on working with young people around relationships in the broadest sense (e.g. friendships, peer, family and personal relationships).
- Providers should form strong links with local schools and existing alternative education/training provision, including non-statutory education services ensuring that they take account of current provision in the Borough.
- Projects should not duplicate existing provision within the Reigate and Banstead area and should be flexible, enhancing or adding value to existing services.

- Provision should be developed in one or more of the key priority areas and should take into account the fact that young people will not travel between the north and the south of the borough.
- Bids should demonstrate how providers are going to promote their services and engage with young people. Use of appropriate media to communicate with young people is desirable.
- Projects must be preventative.

2.6 The Local Committee agreed the recommendation on needs and priorities as set out above at its meeting held on 4 March 2013.

2.7 Following the March committee the funding opportunity was published and widely publicised, reaching at least 96 voluntary organisations across the County, inviting as many bidders as possible to submit bids in response to the needs and priorities identified. A provider event for the South East was held on 18 March and was well attended. Five bids were received and four providers were short-listed for presentation to the task group on 22 May 2013.

The Task Group consisted of both County and Borough/District elected members. In addition young people, YSS and Commissioning and Development officers were present. The Task Group received presentations from each provider, followed by questions to each provider on their bid. Following all the provider presentations a discussion was held to form the recommendation to the Local Committee.

2.8 The shortlisted bidders were Catch 22, Groundwork South, Reigate and Redhill YMCA and Surrey Care Trust.

2.9 Following the four presentation the Youth Task Group recommended that:

Reigate and Redhill YMCA should receive 100% (£139,500pa) of the funding available.

3. OPTIONS:

3.1 The Local Committee is asked to:

- a. Approve the award of 100% of available funding to the provider.

The Committee is asked to approve the award of funding to the provider as recommended by the Youth Task Group. This will ensure young people receive a service from September 2013.

Should the Committee opt not to approve the providers bid, SCC would need to reopen the bidding process, which would mean a delay in the appointment of a provider.

4. CONSULTATIONS:

4.1 There has been wide ranging consultation with young people, staff, and partner agencies. Members have been consulted through the Local Committee Youth Task Group

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 It is anticipated that local commissioning will offer better value for money in that the outcomes commissioned will be more closely aligned to local need.

5.2 Funding is subject to the annual budget setting process for the County Council and is subject to change.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 The devolved commissioning budget is likely to be targeted on groups who are vulnerable or at risk. An Equality Impact Assessment has been completed for this re-commissioning cycle to assess the impact of this commission on young people with protected characteristics.

7. LOCALISM:

7.1 The Local Prevention Framework is at the heart of Services for Young Peoples commitment to localism. The LPF involves local young people, elected members and wider stakeholders in decision making.

8. OTHER IMPLICATIONS:

8.1 Crime and Disorder implications

It is anticipated that this commission is likely to target young people in this priority group.

8.2 Corporate Parenting/Looked After Children implications

It is anticipated that this commission is likely to target young people in this priority group.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The Local Committee is asked to approve the recommendation of the Youth Task Group for the award of a grant for a twenty four month period from 1 September 2013 to the following provider:

Reigate and Redhill YMCA for £139,500pa (100% of available funding)

10. WHAT HAPPENS NEXT:

10.1 Following the anticipated approval by the Committee there will be a five day 'stand-still' period, after which the grant for Reigate and Banstead will be awarded to Reigate and Redhill YMCA. This commission will start on 1 September 2013, ensuring a swift start to delivery of services to young people. The Youth Task Group will have the option of meeting twice per year, where updates will be provided on the performance of the provider.

Contact Officer:

Jeremy Crouch, Contract Performance Officer - 07968 832437

Consulted:

Reigate & Banstead Youth Task Group; County and Borough officers

Annexes:

None

Sources/background papers:

Report to Local Committee (Reigate & Banstead), 4 March 2013

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)



DATE: 17 JUNE 2013

LEAD OFFICER: GARATH SYMONDS, ASSISTANT DIRECTOR FOR YOUNG PEOPLE

SUBJECT: SERVICES FOR YOUNG PEOPLE COMMISSIONS IN REIGATE AND BANSTEAD 2012/13

DIVISION: ALL REIGATE & BANSTEAD DIVISIONS

SUMMARY OF ISSUE:

The purpose of this report is to update the Local Committee on the progress we have made towards participation for all young people in Reigate and Banstead in post-16 education, training and employment during 2012-13. This is the overarching goal of Services for Young People (SYP) and our strategy to achieve it is set out in 'The Young People's Employability Plan 2012-17'.

In particular, this Local Committee report focuses on how the different commissions managed by the Commissioning and Development Team have contributed to this goal, keeping in mind that these are only a part of the system that is working to increase participation. Please note that the majority of detailed performance information is provided in two annexes to this report.

Next steps have also been included to set out how we will keep the Local Committee informed about developments and our progress during the year ahead.

RECOMMENDATIONS:

The Local Committee (Reigate & Banstead) is asked to note:

- (i) The progress Services for Young People has made during 2012/13 to increase participation for young people in Reigate and Banstead, as set out in detail in the appendices to this report

REASONS FOR RECOMMENDATIONS:

The Local Committee has an important part to play in supporting the local development of Services for Young People, ensuring that the services provides the right support to young people in local communities. In particular, they have an important formal role in relation to the Local Prevention Framework.

1. INTRODUCTION AND BACKGROUND:

- 1.1 This report is for information. It provides a summary of the participation of young people in Reigate and Banstead, an overview of how the different commissions have performed during the year and a brief outline of how the Local Committee will be kept informed of our progress during 2013/14.
- 1.2 2012/13 has been a year of transition in Services for Young People, during which a range of new commissions and services that prepare and help young people to participate in education, training and employment when they leave school have been established. At the end of March 2013, this new system of services had reduced the number of young people who are not in education, employment or training (NEET) by 12% when compared to the same time last year - a real success for young people in the county.

2. ANALYSIS:

- 2.1 **Annex 1** provides a more detailed overview of the performance of Services for Young People in Reigate and Banstead, but some key headlines have been included below for information.
- 2.2 In March 2013, in Reigate and Banstead, almost 100 fewer young people in years 12 to 14 had a current activity of 'not known' than in March 2012. In this context we have also achieved a reduction in the number of young people in Years 12-14 who were NEET, 141 in March 2013 compared with 148 in March 2012.
- 2.3 The Local Prevention Framework in Reigate & Banstead, delivered by The Youth Consortium, has achieved 211% of its agreed performance level, engaging 279 young people who have been identified as most at risk of becoming NEET during the year in an average of 5.8 sessions of activity.
- 2.4 SCC Youth Centres in Reigate & Banstead delivered 1,744 hours of youth work during 2012-13, a 40% increase compared to 2011-12. Young people attending Reigate and Banstead centres have been engaged in an average of 15 sessions of youth work – the highest level in Surrey.
- 2.5 90 of the 99 young people who were identified as at risk of becoming NEET in Year 11 have been successfully supported into post-16 education, training and employment, more than 91%.
- 2.6 2,685 young people in Reigate and Banstead schools accessed online Information, Advice and Guidance as part of the Youth Engagement Contract.
- 2.7 During the year, the Commissioning and Development Team has worked alongside our different providers to ensure they are delivering to a high standard and improving outcomes for young people. The Team has taken a risk-based approach to managing performance, allowing those providers that are performing well to flourish and develop, whilst bringing robust challenge and appropriate support to address areas of underperformance.

3. OPTIONS:

3.1 There are no options in relation to this 'for information' report.

4. CONSULTATIONS:

4.1 During 2012-13 there has been wide ranging consultation with young people, staff, and partner agencies. The Youth Engagement Contract has secured feedback from more than 35,000 young people across Surrey in relation to different aspects of SYP services, the information we provide and local issues. Members have been consulted through the Local Committee Youth Task Group, Youth Steering Groups at some of our Youth Centres and were central to the review of the Local Prevention Framework completed early this year. The feedback from these different consultations has directly contributed to the development of our services during the year.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 The budget allocated to each of the commissions managed by the Commissioning and Development Team in Reigate and Banstead is provided in Annex 1.

5.2 It is anticipated that the local commissioning of the Local Prevention Framework, which is currently underway, will offer better value for money, as the outcomes commissioned will be more closely aligned to local needs.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 Through local commissioning and needs analysis we focus our resources on identifying and supporting those young people who are most at risk of experiencing negative outcomes in the future. This group includes young people from a wide range of backgrounds and its make up often varies between different parts of the county.

7. LOCALISM:

7.1 Localism is at the heart of much of the activity commissioned and delivered by Services for Young People and all our services are co-produced (developed, designed and delivered) with young people from local communities. Particular examples of localism in action are the Local Prevention Framework, Small Grants programme (**Annex 2**) and Steering Groups at Youth Centres.

8. OTHER IMPLICATIONS:

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

8.1 Crime and Disorder implications

The Youth Support Service provides support to young people who have offended and those who are at risk of offending. Other Commissions within Services for Young People also play an early help role in reducing offending behaviour amongst young people, in particular the Local Prevention Framework and Centre Based Youth Work.

8.2 Corporate Parenting/Looked After Children implications

Young people who are looked after are a key target group for Services for Young People

8.3 Safeguarding responsibilities for vulnerable children and adults implications

Services for Young People plays a key role in safeguarding vulnerable children and young people in Surrey.

8.4 Public Health implications

Services for Young People deliver a number of services that improve the health of young people in Surrey, in particular providing them with information so that they make informed choices about healthy lifestyles, including sexual health.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 This report and the information provided in Appendix 1 have provided an overview of performance of Services for Young People in Reigate and Banstead which the Local Committee is asked to note.

10. WHAT HAPPENS NEXT:

- 10.1 To keep the Local Committee informed about the progress of the Service during 2013/14, the Development Team will present one annual report to the Local Committee, attend two Youth Task Groups per year and circulate electronic quarterly progress reports to each Task Group Member.

Contact Officer:

Jeremy Crouch, Contract Performance Officer – 07968 832437

Consulted:

Garath Symonds (Assistant Director for Young People), Frank Offer (Head of Commissioning and Development) and Ben Byrne (Head of the Youth Support Service)

Annexes:

Services for Young People in Reigate and Banstead: Commission Performance Summary 2012/13
Reigate and Banstead Youth Small Grants awards 2012/13

Sources/background papers:

- The young people's employability plan 2012-17

Services for Young People in Reigate & Banstead Commission Performance Summary 2012/13



1 Performance narrative

1.1 Countywide overview

2012/13 has been a year of transition in Services for Young People, during which we have established a range of new commissions and services that prepare and help young people to participate in education, training and employment when they leave school. At the end of March 2013, this new system of services had reduced the number of young people who are NEET (not in education, employment or training) by 12% when compared to the same time last year - a real success for young people in the county.

1.2 Local performance story in Reigate & Banstead

Looking at the county as a whole, Services for Young People has had a successful year, but the reason for this report is to tell the local story of how the different commissions managed by the Commissioning and Development Team have been making a difference to young people in Reigate & Banstead. This means highlighting areas of strength, as well as where we want to develop during 2013/14.

Key achievements for the year

- In March 2013 in Reigate & Banstead we knew the current activity of 100 more young people in Years 12 to 14 than in March 2012. In this context we have also achieved a reduction in the number of young people in Years 12-14 who were NEET, 141 in March 2013 compared with 148 in March 2012.
- The Local Prevention Framework in Reigate & Banstead, delivered by The Youth Consortium, has achieved 211% of its agreed performance level. They have engaged 279 young people who have been identified as most at risk of becoming NEET during the year in an average of 5.8 sessions of activity.
- SCC Youth Centres in Reigate & Banstead delivered 1,744 hours of youth work during 2012-13, a 40% increase compared to 2011-12. Young people attending Reigate & Banstead centres have been engaged in an average of 15 sessions of youth work – the highest in Surrey.
- 90 of the 99 young people who were identified as at risk of becoming NEET in Year 11 have been successfully supported into post-16 education, training and employment, more than 91%.
- 2,685 young people in Reigate & Banstead schools accessed online Information, Advice and Guidance as part of the Youth Engagement Contract.

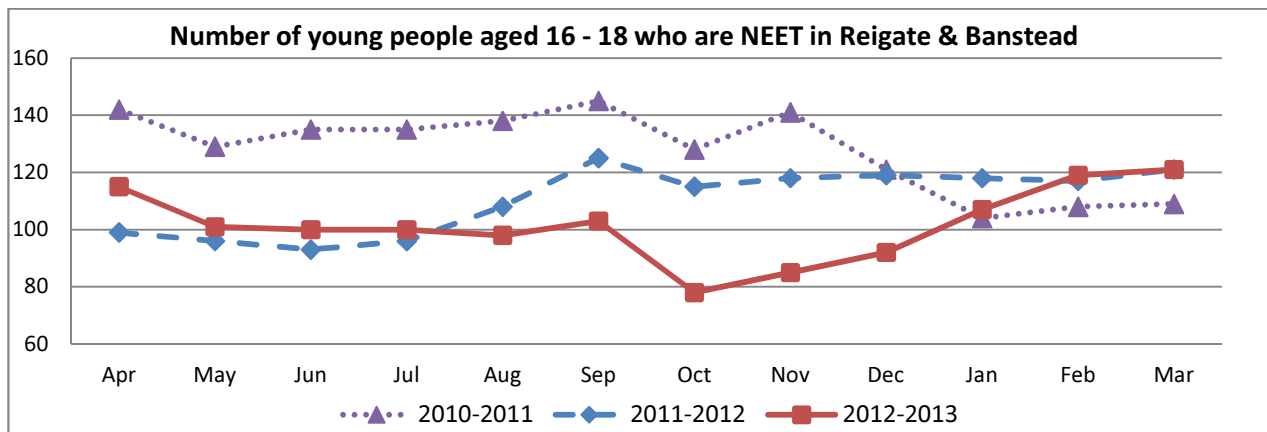
Key areas for development

- Three youth centres have achieved Level 1 of the National Youth Agency Quality Mark. Merstham Centre is working towards this standard.
- Improved data sharing with local post-16 learning providers means we are finding out immediately when people drop out of provision and become NEET. We need to continue to use this knowledge to further increase participation in education, training and employment during 2013/14.

- The Reigate & Banstead Skills Centre had provided four young people with training provision by the end of March 2013, three of whom have progressed successfully on to other programmes. Another two groups of learners are expected to attend by the end of the academic year.

2 Participation for young people in Reigate & Banstead

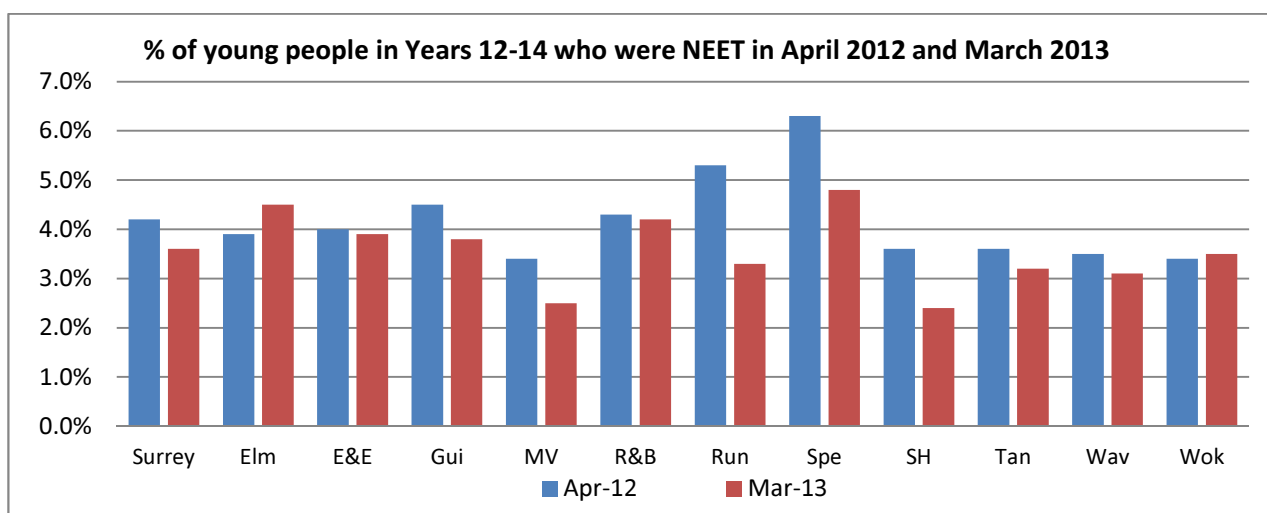
Between August and December the number of young people who were NEET in the borough was lower than the two previous years. During 2012 we improved our links with local colleges and training providers and they now keep us informed when young people are drop-out of learning. This gives us a much more current picture of which young people are NEET. Although this is a positive change, it has contributed to the increase in numbers in Reigate & Banstead since October. In spite of this, the number of young people who were NEET in March 2013 was 141, compared to 148 in the previous March.



At the end of the year, the proportion of young people who were known to be NEET in Reigate & Banstead was 4.2%, compared to 4.3% in April 2012.

During the year, at least 129 young people moved from being NEET to participating in education, training and employment in the borough.

Reigate & Banstead had the third highest proportion of young people identified as at risk of becoming NEET in Year 11 who were participating in Year 12, at 8.9% (only 9 of 99 were NEET).



The number of young people in years 12-14 whose current activity was unknown has reduced from 326 in March 2012 to 230 in March 2013 – 29% less.

The average number of days that young people had been NEET was below the countywide average (207 days compared to 222 days) at the end of March.

Less than five young people who were identified as at risk of becoming NEET have offended between April and December 2012.

3 How have our commissions performed during 2012/13?

Centre Based Youth Work (Total contract value 2012/13 £41,754 plus 7.86 Full-Time Equivalents)

| Centre | Hours delivered | Young people engaged | Average attendances per young person | Level 1 of NYA Quality mark achieved? | Young people involved in governance | RONI and YRI young people engaged |
|-----------------------|-----------------|----------------------|--------------------------------------|---------------------------------------|-------------------------------------|-----------------------------------|
| Banstead | 500 | 93 | 24.0 | Yes | 0 | 7 |
| Horley | 540 | 152 | 15.9 | Yes | 8 | 15 |
| Merstham | 114 | 91 | 7.7 | Not yet | 0 | 22 |
| The Phoenix | 406 | 176 | 16.0 | Yes | 4 | 45 |
| Sovereign (Satellite) | 182 | 180 | 15.6 | N/A | N/A | 45 |

Local prevention framework

| Provider | Contract Value 2012/13 (£) | Young people engaged | Average sessions per young person |
|----------------------|----------------------------|----------------------|-----------------------------------|
| The Youth Consortium | 171,000 | 279 | 5.8 |

Year 11/12 Transition

| Provider | Contract Value 2012/13 (£) | Young people engaged | Young people PETE in January 2013 |
|---------------------|----------------------------|----------------------|-----------------------------------|
| East Surrey College | £58,000 | 73 | 60 |

Youth Engagement Contract

| Provider | Contract Value 2012/13 (£) (pro-rated against 10-19 population) | Young people accessing U-Explore in Reigate & Banstead Schools and post-16 learning providers | Young people accessing other online youth engagement services |
|---------------|---|---|---|
| Working Links | 58,800 | 2,685 | TBC |

Youth Small Grants


The £25,000 allocated to Reigate & Banstead Local Committee for Youth Small Grants was allocated across 20 projects to support work with young people across the Borough. A full update on progress so far is provided in the other appendix to this report.

Skills Centres

The Reigate & Banstead Skills Centre has now opened and is providing formal training and support to young people who would otherwise be NEET. By the end of March, one group of four young people has accessed provision at a Skills Centre, with three of the learners successfully progressing to a positive destination. Another two groups of learners are expected to attend before the end of the academic year.

Reigate and Banstead Youth Small Grant awards 2012/2013

The £25,000 allocated to Reigate and Banstead Local Committee for Small Grants was allocated across 20 projects.

| Organisation | Project | Award (£) | Status (April 2013) |
|--|---|-----------|--|
| 34th Reigate (Meadvale) Explorer Scouts | 34th Reigate (Meadvale) Explorer Scouts Expeditions and Hikes | 880 | Grant used to purchase 4 light weight tents and two cooking sets. The organisations says 'It's really made a difference to the quality of our hiking and camping equipment. The group has really benefited from having decent quality, complete, working equipment that can be used for many activities.' |
| Riding for the Disabled Horsehills Group | Therapeutic riding for special needs children | 750 | All funding used to help organisation continue to provide therapeutic riding sessions. |
| Surrey Federation of Young Farmers | Youth Development Programme 2012 | 650 | Grant all used for: <ul style="list-style-type: none"> • Junior weekend – water activities, sports and other games. • Competition events – 4 separate events with many competitions including some that are part of the National Young Farmers Competitions with winners progressing to area and national competitions. • Club and County Officer training - training of young people to hold roles |
| Reigate & Banstead DofE Forum Group | Reigate & Banstead Duke of Edinburgh Award (DofE) Forum Group | 500 |  <p>All grant funding used – banners purchased to be used for award celebrations and Duke of Edinburgh scheme promotion.</p> |

| | | | |
|---|---|------|--|
| Redhill Youth Club young people 'management committee' (administered by Redhill Youth Consortium) | Redhill Youth Club | 5000 | <p>Young people used the grant used to purchase items for the centre including arts & crafts material and cooking ingredients.</p> <p>Also two trips were organised – a swimming trip for 12 young people and go karting for 10 young people.</p> <p>The grant has provided young people with new experiences and the centre attendance figures have increased as the weekly offer has become more varied and off-site activities have been planned with the young people.</p> |
| Studio ADHD Centre | Studio ADHD Centre Fishing Project | 2176 | <p>Funds spent on training Youth Workers, stationary, angling equipment and transport for the fishing project.</p> <p>The organisation says – ‘The young people have benefitted from mentoring whilst fishing with our trained Youth Instructors, which has increased their motivation towards school, in two cases, and increased confidence and personal achievement.’</p> |
| Merstham Youth Club young people (administered by Raven House Trust) | Merstham Youth Clubs - residential | 2009 | <p>Residential will now take place in July 2013.</p> |
| Surrey Federation of Young Farmers | Surrey Young Farmers - core supportive activities 2012 | 425 | <p>All grant funding used for hygiene training, youth meeting costs, promotion, first aid training and transporting young people to events.</p> |
| 7th Banstead Scout Group | New Scout Van | 600 | <p>Group is continuing fundraising order to raise enough to purchase scout van.</p> |
| Tadworth Cricket Club | Support towards Costs of Coaching for Tadworth Cricket Club | 750 | <p>All grant funding used to pay for ECB Qualified coaches to support U15 cricket coaching to over 100 young club members.</p> |
| 7th Reigate Scout Group | 7th Reigate ESU Scotland Expedition 2013 | 800 | <p>Grant awarded at end of financial year. Expect expedition to take place in August with £550 to be spent on transport and the remainder on general expedition costs.</p> |



| | | | |
|--|--|---------|---|
| 1st Walton on the Hill Scouts | The purchase of new tentage and portable stoves | 1714.75 | Awaiting report. |
| 10th Redhill Guides | 10th Redhill Guides Summer Camp | 800 | Grant awarded after report deadline. Report expected after grant spent. |
| 135 (Reigate & Redhill) Squadron Air Training Corps. | Cadet Vocational Training | 800 | Grant awarded after report deadline. Report expected after grant spent. |
| East Surrey Rural Transport Association | Wheels to Work & Learn | 900 | Grant awarded after report deadline. Report expected after grant spent. |
| 1st Tattenhams Guide Unit | 1 st Tattenhams Guide Unit Camp Fund | 800 | Grant awarded after report deadline. Report expected after grant spent. |
| 17th Reigate Scout Group | 17th Reigate Scout Group - Digital Map & Compass | 800 | Grant awarded after report deadline. Report expected after grant spent. |
| Redhill Raiders Junior Cycle Squad | Two new cycling coach | 845 | Grant awarded after report deadline. Report expected after grant spent. |
| Redhill Town Football Club | Redhill Town Football Club | 800 | Grant awarded after report deadline. Report expected after grant spent. |
| The Gatton Trust | Shooting Gatton | 500 | Grant awarded after report deadline. Report expected after grant spent. |

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 17 JUNE 2013

LEAD OFFICER: MARK BORLAND, GROUP MANAGER (SURREY HIGHWAYS)

SUBJECT: OPERATION HORIZON - 5 YEAR MAINTENANCE PLAN

DIVISION: ALL REIGATE AND BANSTEAD DIVISIONS

**SUMMARY OF ISSUE:**

Operation Horizon is a new targeted investment programme for road maintenance, and has been achieved through two key actions:

- **Increased Funding** – Cabinet has added £25m to the road maintenance budget over the next 5 years, resulting in a total £100m budget.
- **Contract Savings** – project will deliver 16%-20% saving on existing contract rates, enabling £16m- £20m to be re-invested in Surrey's roads

Combined the actions above will enable a total investment programme of nearly **£120m** to replace the worst 500km (10%) of Surrey roads.

For Reigate and Banstead in particular, the new programme will result in £12m being invested in the local road network and will enable 70km of road (14% of local network) to be re-surfaced over 150 separate road schemes.

A further £2m will be invested in the A25 to resurface 16.5km of network, with the 6km stretch between Reigate and Godstone (via Redhill) completely rebuilt.

This report seeks Local Committee approval for the identified roads which will be resurfaced in Reigate and Banstead under Operation Horizon.

RECOMMENDATIONS:

The Local Committee (Reigate & Banstead) is asked to agree that

- (i) They note the decision made by Cabinet on the 26 March 2013 to allocate capital monies to Operation Horizon as detailed in the Medium Term Financial Plan.
- (ii) To formally approve the Operation Horizon programme for Reigate and Banstead and that the 70km of road, across the defined scheme list detailed in Annex 1, is resurfaced over the investment period
- (iii) Surrey Highways produce an annual report in March 2014 confirming to Local Committee programme progress and success to date

REASONS FOR RECOMMENDATIONS:

17% of the county's roads are classified as "poor", requiring structural repair. Operation Horizon will seek to address this structural issue by rebuilding a minimum of 10% of the road network and over the investment period will realise £16m to £20m in savings, all of which will be fully re-invested in highway network.

The investment programme will not completely resolve the wider road maintenance backlog (estimated at £200m), however, it is intended to reduce the number roads classified as "poor" by 50% and will be a significant step in improving the overall road network.

1. INTRODUCTION AND BACKGROUND:

- 1.1 In tandem with majority of local highway authorities, Surrey's roads are now deteriorating at a faster rate than ever before.
- 1.2 In 2012 the AA published results of year-long study and expressed serious concern about the state of Britain's roads following a succession of heavy rain, flooding, snow and ice. It concluded that nearly one fifth of the UK network require urgent attention over the next five years, with an estimated cost of up to £10bn to deliver the necessary maintenance.
- 1.3 Radical and urgent action is therefore required to meet resident's expectation for road condition. Consequently over the past 18 months Surrey Highways has been working with its contractors, UK research laboratories and senior stakeholders to develop a new innovative approach to highway road maintenance.
- 1.4 The outcome of this exercise is Operation Horizon, a new investment programme that will significantly increase both the scale and scope of highway repair and is provided in this report for committee review and endorsement.

2. ANALYSIS:

- 2.1 Road condition is measured nationally by the Road Condition Index (RCI), which assesses roads into 3 categories:
 - Green – good road condition
 - Amber – in need of maintenance but not critical
 - Red – road requires structural repair
- 2.2 The RCI indicates that on average **10%** of England's local highway network is classified in the red zone. However, the average in Surrey is higher, with **17%** of the network classified in the red zone.
- 2.3 Further analysis confirms that Surrey has a specific concern in town centres, residential and rural areas, with more than 21% of lower speed roads (SPN3) classed as in need of structural repair.
- 2.4 800km of the road network is therefore classified as poor, with the previous annual programme (12/13) only resurfacing approximately 60km p.a. On

current projections it would take a minimum of 13 years to repair the structural backlog, during which time more roads will deteriorate.

2.5 To address this problem Surrey Highways is therefore launching Operation Horizon and will aim to:

- ⇒ Replace a minimum of 500km (10%) of the council's network
- ⇒ Deliver an annual reduction of 20% in number of potholes
- ⇒ Specifically target rural lanes and residential areas
- ⇒ Improve the council's national score for road condition
- ⇒ Improve the appearance and ride quality of network
- ⇒ Support the local economy by reducing disruption

2.6 The project outcomes have been delivered not only through a £25m increase in highway budget but also by achieving 16%-20% in contract efficiencies.

2.7 To deliver the project savings, five key efficiency areas have been identified:

a. Longer Term Programme

A **10%** cost discount was secured on condition that Surrey Highways confirm a five year programme in advance and ensure amendments are restricted to the absolute essential changes only. The longer term programme enables contractors to bulk buy and remove costly staff downtime

b. New Storage Depot

Significant waste cost was identified in haulage as small amount of materials are required to be transported from Kent for each specific scheme. SCC has offered storage facilities to reduce haulage costs and allowed contractors to reduce their costs by **2%**

c. New Materials

Following work with contractor's laboratories a new material has been identified which is more durable and due can be delivered using less volume and thus less material. This will deliver a further **2%** saving.

d. Vehicle Relocation

A time and motion study identified that contractor staff was waiting for up to two hours on-site before commencing scheme. This was due to the need to locate owners of parked vehicles that was preventing re-surface. From 2013/14 SCC will implement new policy allowing contractors to re-locate vehicles to an adjacent road, saving **1%**.

e. Improved Waste Management

Surrey roads contain high presence of Tar, classified as hazardous waste, and thus can only be disposed in specific UK locations. As part of Project Horizon, Surrey Highways will apply a new chemical process which will make materials safe and save further **1%**

2.8 In addition to the identified 16% saving, the project team is confident that a further 4% saving could be secured over the five years through improved value engineering and use of new materials.

- 2.9 Operation Horizon will also deliver the following quality benefits:
- **Improved Programme Management** – the five year programme, will ensure all works are published 12 months in advance and allow at least three months for in-depth planning for each scheme
 - **Improved Communication Plan** – A new Communications Plan will be implemented. This will improve the level of communications residents and member receive on scheme in their area
 - **Apprentice Programme** – Horizon will employ an additional 12 apprentices via Surrey Highways and wider supply chain to be appointed.
- 2.10 Operation Horizon is unfortunately not able to resurface the total identified 17% need, it will however, resurface a minimum of 10% of the identified roads and significantly reduce the structural backlog and deliver the single biggest road maintenance programme to Surrey's road network for the last 15 years.
- 2.11 In addition to Operation Horizon, Surrey Highways will also fund two further road maintenance programmes. These additional programme are intended to reduce the rate of road deterioration and prevent additional roads (over and above the 17% already identified) developing further structural failures:
- ⇒ **Surface Protection Programme** – Surrey Highways will fund a **£5m per annum** programme of surface dressing and micro-asphalt. This programme will not replace the road structure but will add a protective surface layer which will prevent potholes and defects from developing, while also improving ride quality for commuters and residents. The planned programme will be published each year, and the 13/14 Surface Protection Programme for Reigate and Banstead is detailed in Annex One.
 - ⇒ **Local Structural Repair** – Surrey Highways will fund an additional **£2m per annum** to Local Committees to enable them to repair roads not identified by the Operation Horizon or Surface Protection Programme. Funding will be ring-fenced for highway activity, however, committees will have complete discretion to allocate spending as they see fit.
- 2.12 Combined the three programme (Horizon, Protection and LSR) will ensure that Surrey Roads are maintained to the highest possible standard within exiting financial constraints.
- 2.13 Surrey Highways have also commissioned a further project to develop proposals and options to resolve the 7% of the network not addressed by Operation Horizon. These long term proposals will be developed in conjunction with the South East 7 and assessed with Environment Select Committee/Cabinet and will hopefully be brought forward during the term of the existing council.

3. OPTIONS:

- 3.1 Over the past 18 months Surrey Highways have examined a number of alternative options including:
- ⇒ **Large Patch Repair** – a number of other highway authorities have sought to address the maintenance backlog by delivering large pot hole repair crews and patching work. Although it is recognised that this will deliver high volume activity, the analysis confirmed it would only be a short term measure. As due to the significant underlying road conditions, the potholes would reappear within 6-24 months. Surrey Highways have therefore sought to invest in a larger structural repair programme which although delivering less volume, will ensure that all works delivers a minimum of 10 year design life.
 - ⇒ **Annual Programme** – Almost all highway authorities deliver an annual repair programme, this is to enable flexibility and allow works to adapt to changing road conditions. However, our analysis demonstrated that a longer term fixed programme would deliver 16% savings (£16m) and would support improved communications to members and residents, improving forward planning and engagement.
- 3.2 Surrey Highways therefore believe the investment programme delivers the best value and quality for Surrey County Council.

4. CONSULTATIONS:

- 4.1 To ensure the five year programme was fit for purpose, a nine month consultation process was conducted with residents, local associations and county councillors. The consultation included:
- ⇒ Public Road Shows – with members of the public asked to nominate their worst roads
 - ⇒ Websites – an online publicity campaign was launched seeking residents views
 - ⇒ County/District Councillors – individual 1:1s and ward specific meetings were held with councillors to ensure local priorities were met
 - ⇒ Local Highway Office – large number of meetings to ensure programme was aligned to local priorities
 - ⇒ Planning Office to ensure works planned for year one did not conflict with existing planning decisions
 - ⇒ Transport and Environment Select Committee/Cabinet – work to ensure funding and objectives met strategic priorities
 - ⇒ Utilities Companies – meeting to ensure programme is co-ordinated with utilities replacement programme

- 4.2 As a result of the consultation, 20% of the investment programme has been directly nominated by residents and councillors, with the remainder based upon engineering study and analysis.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The investment programme will be fully funded by Surrey Highways Medium Term Plan and no financial contribution is required from local committee budget.
- 5.2 It is, however, recognised that the fixed five year investment programme will reduce local committee flexibility to promote future maintenance schemes as petitioned by residents.
- 5.3 The scale and scope of investment programme is only sustainable if programme changes are limited, thus Surrey Highways will not be able, over project period, to delivery new schemes not previously identified in Annex One.
- 5.4 Consequently there could be increased pressure on local committee allocation to respond to resident petitions to re-surface roads not already identified in Annex One.
- 5.5 To ease potential budget pressure, cabinet has therefore confirmed that the enlarged funding originally announced as one off for 2012/13 (increasing local committee funding from £2m to £4m) will be maintained throughout the Operation Horizon period (2013 – 2018).
- 5.6 The additional funding will be allocated per committee on the previously agreed formula and it is for local committees to determine funding split between road maintenance and transport improvements.
- 5.7 The additional funding will support local committee's response to local petitions. For clarity Surrey Highways will continue to ensure that all roads are safe for travel by removing potholes and wider patch repairs, however, it will not deliver larger condition repairs outside of the annual Surface Protection Programme and scheme list provided in Annex 1.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 Improved road maintenance will support all travelling commuters and minority stakeholders

7. LOCALISM:

- 7.1 The investment proposal will further support localism. Not only have local communities directly influenced programme, it will also enable communities to have clear understanding of Surrey Highways "Level of Service" in regards to major repair and a fuller appreciation of longer term programme.
- 7.2 This appreciation will enable the programme to more effectively co-ordinate with local priorities and support wider initiatives, for example, delivering re-surfacing scheme at the same time as new safety crossing.

8. OTHER IMPLICATIONS:

8.1 Not applicable

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The combined effect of increasing severe weather (impacting the rate deterioration on the road network) and overall reducing budgets in an era of austerity has the potential to have a lasting negative impact on the local road network, reducing resident satisfaction and impacting wider local economy.
- 9.2 However, rather than accept the status quo, Surrey Highways has sought to develop innovative and new ways of working that will not only maintain current investment but indeed radically increase its scope and scale.
- 9.3 The move to a longer term programme has delivered an effective local consultation process. This has enabled a fit for purpose road maintenance programme that not only meets the technical need but also wider local aspirations and concerns.

10. WHAT HAPPENS NEXT:

- 10.1 Following committee approval of Operation Horizon programme detailed in Annex One, the following actions will be delivered:

June 2013

- ⇒ Operation Horizon programme published to residents and communities
- ⇒ Detailed Year One programme published confirming proposed dates for each specific scheme.
- ⇒ Re-surface programme commences, with monthly updates to Surrey county councillors and impacted residents

March 2014

- ⇒ Officers provide annual report confirming progress in delivering year one schemes and detailed dates for Year 2 programme.

Contact Officer:

Mark Borland, Group Manager (Surrey Highways), 020 8541 7028

Consulted:

See consultation details above

Annexes:

Annex 1 - Operation Horizon Investment Programme - Reigate and Banstead

Sources/background papers:

- Environment and Transport Select Committee Reports - November 2013
- Cabinet Report - March 2013

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2013

SURREY ROAD MAINTENANCE OPERATION HORIZON



Surrey County Council

01/06/2013

INVESTING IN YOUR COMMUNITY

AREA: REIGATE & BANSTEAD

INTRODUCTION

The health and condition of our road network is vital to local businesses, the wider economy and residents' pride in their community.

However, with the fourth busiest road network in the UK, ever-increasing demands from the utility companies to install new infrastructure and escalating incidents of severe weather combining to cause cracks and uneven surfaces, the challenge to maintain our network, to the standards demanded by our residents, has never been greater.

INVESTING IN THE FUTURE

To meet the challenges of the future and deliver significant improvement in Surrey's road network, in February 2013 Surrey County Council therefore approved the delivery of one of the largest single road investment programme in Surrey's recent history.

The **£100m** investment programme, **Operation Horizon**, will be delivered over a five year period from 2013 – 2018 and has five key objectives of:

- i. Replacing 500km (10%) of the council's road network
- ii. Reducing the number of potholes and safety defects
- iii. Improving the council's national score for road condition
- iv. Improving the appearance and ride quality of network
- v. Supporting local economy through reduced road disruption and closures

This information leaflet provides the investment information for **Reigate & Banstead** and details the specific roads that will be replaced over the five year period in your area.

REIGATE & BANSTEAD – LOCAL ROAD INVESTMENT PROGRAMME

Reigate & Banstead has **492km** of road, many of which are residential streets that feed into the major arterial network of the A23 and A25, with direct links to the M25.

Over the next five years Operation Horizon will invest **£12m** in Reigate & Banstead's road network. The investment will enable over **70km (14%)** of Reigate & Banstead's road network to be replaced, significantly improving ride quality and community pride.

The programme for roads to be resurfaced in Reigate & Banstead under 'Operation Horizon' is detailed by electoral division, from Page Five

REIGATE & BANSTEAD – STRATEGIC ROAD INVESTMENT PROGRAMME (A25)

In addition to the local resurfacing programme, a further **£2m** will be spent in rebuilding 16.5 Km of the A25, used by traffic having been diverted from the Highway Agencies M25 and M23 motorways.

This project will be the priority Reigate & Banstead scheme for year one and will resurface 6km of the A25, from Reigate (via Redhill) to Godstone. All works will be co-ordinated to support the Redhill Balanced Network construction project. See page 23 for full details of A23 programme.

HOW WERE THE ROADS SELECTED?

In 2012 a full engineering survey was completed for the majority of the road network in Reigate and Banstead. All surveyed roads were then prioritised and scored using condition data to determine the worst 49km of roads in Reigate and Banstead.

In conjunction, a public consultation exercise was held which allowed members of the public to nominate their own worst roads, while to support the consultation a series of road shows were held across the County.

Using the condition data, public nominations and local knowledge, Engineers then worked with the Local re Committee to determine, within the funding constraints, the optimum five year programme for the Reigate and Banstead area.

WHAT WILL THE WORK INVOLVE?

Prior to construction, all roads on the Operation Horizon Programme will be assessed by a qualified engineer to determine reason for road failure. This will include assessment of the underlying road base and top surface. Depending upon the needs analysis, one of two options will be selected;

- ✓ full reconstruction, replacing the underlying road base & top surface
- ✓ partial reconstruction, replacing top road surface only

The right engineering option will be selected for each road, with and the latest road design and engineering best practice deployed to ensure the road is fit for purpose for at least the next 10-15 years.

In addition to Operation Horizon, Surrey Highways will also deliver an annual Surface Treatment programme. This programme will provide minor road repairs and add a new surface layer to protect road from future water ingress.

For 2013/14 approximately **27 roads** have been identified as suitable for this treatment and are detailed from page under the relevant town or village

WHAT TO DO IF YOUR ROAD IS NOT INCLUDED IN OPERATION HORIZON?

Operation Horizon will replace the worst % of roads in Reigate and Banstead and will make lasting improvement to the road network. However, we recognise the investment programme is not able to replace every road in the area to the desired standard. If you therefore believe urgent work is required on your road and it is not on the proposed programme, you have two available options:

Option One: Safety Defects

If your road contains defects or potholes which are causing a hazard to safety then you can report the defect via our online reporting tool at www.surreycc.gov.uk/do-it-online/report-it-online#highways. The defect will be inspected and you will receive written confirmation of proposed remedial action within 28 days.

Option Two: Condition Repair

If your road has poor ride quality and is causing significant local inconvenience then you can petition the local Reigate and Banstead Committee to allocate funding for a full reconstruction or repair. Funding is limited and the Committee will not be able to meet all requests, with petitions assessed on a needs basis. Details on how to submit petition are available via the Surrey CC website.

MANAGING CHANGE OVER PROGRAMME TERM

Operation Horizon was developed based using the best information available in 2012 and it is the Council's intention to maintain, over the five year period, the programme integrity to the best of its ability.

However, it is clearly recognised that over a five year period, the network is subject to change with impact of weather, utility works and further events forcing changing maintenance priorities. The programme for Operation Horizon will therefore be formally reviewed on an annual basis, to ensure it meets the latest needs of the Reigate and Banstead network. This may involve bringing schemes forward in the programme or replacing schemes. Any such amendments will be evaluated scientifically, with updated programme published each April via the Reigate & Banstead Local Committee and County Council website.

FURTHER INFORMATION

For further information, including actual dates for proposed schemes due within the next six months, and further questions/answers please see:

www.surreycc.gov.uk/roads-and-transport/highways-information-online/improving-surreys-roads

1. Banstead, Woodmansterne & Chipstead

Year One (2013/14)

Surface Treatment

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|--------------------|----------|----------------|-----------------|-----------------|
| Mellow Close | D1062 | Sutton Lane | Entire Length | 170 |
| Woodmansterne Lane | D1071 | Park Road | Kingscroft Road | 1180 |
| Croydon Lane | A2022 | Sutton Lane | County Boundary | 1500 |
| Hazelwood Lane | C137 | Outwood Lane | High Road | 1200 |
| Holly Lane | B2219 | Garretts Lane | Park Road | 2500 |

Project Horizon

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|-------------------|----------|----------------|-----------------|-----------------|
| Glenfield Road | D1068 | High Street | Sandersfield Rd | 160 |
| Sandersfield Road | D1068 | Buff Avenue | To End | 210 |

Year Two (2014/15)

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|-----------------|----------|-----------------|-----------------|-----------------|
| High Street | B2217 | Glenfield Road | Winkworth Road | 570 |
| Oakley Gardens | D1068 | Harbourfield Rd | To End | 150 |
| Harbourfield Rd | D1068 | High Street | Sandersfield Rd | 280 |
| Outwood Lane | B2032 | Rectory Lane | Chipstead Way | 400 |

1. Banstead, Wood'sterne & Chipstead (Cont)

Years Three to Five (2015/18)

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|---------------|----------|------------------|----------------|-----------------|
| Avenue Road | D1085 | Court Road | High Street | 190 |
| Chalmers Road | D1071 | Woodmanstrene Ln | To End | 290 |
| Grange Meadow | D1062 | Sutton Lane | To End | 130 |
| Pound Road | D1017 | Chipstead Road | Thornefield Rd | 275 |
| High Road | C136 | Hogscross | Elmore Road | 900 |

2. Earlswood and Reigate South

Year One (2013/14)

Surface Treatment

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|-----------------|----------|------------------|----------------|-----------------|
| Cockshot Hill | A217 | Woodhatch Rd | Parkgate Rd | 1030 |
| Prices Lane | C223 | Doversgreen Road | Sandcross Lane | 380 |
| Atherfield Road | D1296 | Tiler's Way | New Causeway | 420 |
| Arbutus Road | D1250 | Entire Length | | 380 |

Project Horizon

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|----------------|----------|----------------|------------------|-----------------|
| Hillford Place | D1293 | West Avenue | Brookfield Close | 310 |
| Crescent Road | D1302 | Park Lane East | Alexandra Road | 250 |

Year Two (2014/15)

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|-----------------|----------|-----------------|-----------------------|-----------------|
| Horley Road | A23 | Three Arch Road | Woodhatch Rd | 850 |
| Lonesome Lane | D334 | Lodge Lane | Kinnersley Manor Farm | 500 |
| Dovers Green Rd | A217 | Prices Lane | Sandcross Lane | 1050 |
| Three Arch Rd | D355 | Horley Road | Masons Bridge Rd | 1050 |
| Maple Road | D1291 | Woodhatch Rd | Horley Road | 290 |
| Heston Rd | D1291 | Maple Rd | Hanworth Rd | 320 |

2. Earlswood and Reigate South (cont)

Years Three to Five (2015/18)

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|----------------------|----------|----------------|---------------|-----------------|
| New North Road | D1298 | Sandcross Lane | Clayhill Lane | 330 |
| Arden Close | D1297 | Ashdown Rd | To End | 185 |
| Priory Drive | D1224 | Park Lane | To End | 310 |
| Woodhatch Road | A2044 | Horley Road | Cockshot Hill | 1200 |
| Clayhall Lane | D1298 | New North Road | Clayhill Farm | 220 |
| Ivydene Close | D1294 | Entire Length | | 80 |
| Prince Albert Square | D1293 | North Section | To end | 150 |
| Holly Road | D1252 | Hornbeam Road | End | 190 |
| Hornbeam Road | D1252 | Holly Road | Willow Road | 320 |

3. Horley East

Year One (2013/14)

Surface Treatment

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|-----------|----------|----------------|--------------|-----------------|
| Church Rd | D341 | A23 | To End | 278 |
| Meadway | D569 | Smallfield Rd | Langshott | 227 |

Project Horizon

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|----------------|----------|----------------|--------------|-----------------|
| Avenue Gardens | D347 | Entire Length | | 330 |

Year Two (2014/15)

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|------------------|----------|------------------|-----------------|-----------------|
| Aurum Close | D335 | The Grove | To End | 150 |
| Station Approach | D349 | The Grove | Victoria Rd | 500 |
| Station Road | D349 | Station Approach | Balcombe Road | 250 |
| Rosemary lane | D349 | Station Approach | Balcombe Road | 170 |
| Balcombe Road | B2036 | Balcombe Gardens | Smallfield Road | 700 |
| The Grove | D349 | Station Approach | Victoria Way | 190 |

Years Three to Five (2015/18)

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|-------------|----------|----------------|--------------|-----------------|
| Victoria Rd | B2036 | Balcombe Rd | The Grove | 300 |

4. Horley West, Salfords & Sidlow

Year One (2013/14)

Surface Treatment

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|------------|----------|------------------|--------------|-----------------|
| Lodge Lane | D335 | Meath Green Lane | Bonehurst Rd | 1170 |
| Sarel Way | B354 | Chestnut Rd | To End | 260 |
| Kingsley | D152 | | To End | 650 |

Project Horizon

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|------------------------------------|----------|----------------|--------------|-----------------|
| Benhams Drive (inc Benhams Cls) | D572 | Horley Row | To End | 570 |

Year Two (2014/15)

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|------------------|----------|-----------------|-----------------|-----------------|
| Court Lodge Road | D593 | Lee Street | Vicarage Lane | 1040 |
| Brighton Road | A23 | Woodhatch Road | Salfords Bridge | 610 |
| Bonehurst Road | A23 | Ladbroke Rd | Cambridge Lodge | 680 |
| Albert Road | D350 | Brighton Rd | High Street | 580 |
| High Street | D353 | Yattendon Road | Albert Road | 170 |
| Yattendon Road | D353 | High Street | To End | 200 |
| Brighton Road | A23 | Salfords Bridge | Lodge Lane | 280 |

4. Horley West, Salfords & Sidlow (Cont)

Years Three to Five (2015/18)

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|-------------------|----------|----------------|------------------|-----------------|
| Victoria Road | C64 | Brighton Road | Balcombe Road | 1200 |
| Charlesfield Road | D339 | Horley Row | To End | 270 |
| Parkhurst Road | D337 | Mill Lane | Meath Green Lane | 540 |
| Salbrook Road | D564 | Entire Length | | 420 |
| Montfort Rise | D551 | Lodge Lane | To End | 400 |

5. Merstham & Banstead South

Year One (2013/14)

Surface Treatment

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|------------------|----------|----------------|--------------|-----------------|
| Gatton Bottom | D1165 | Markedge Lane | Beech Wood | 800 |
| Brighton Road SB | A217 | Smithy Lane | Green Lane | 590 |

Project Horizon

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|------------------------|----------|----------------|--------------|-----------------|
| See A25 Strategic Plan | | | | |

Year Two (2014/15)

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|------------------|----------|-----------------------------|---------------------|-----------------|
| Nutfield Road | C67 | Bletchingley Road | Nutfield Marsh Road | 1200 |
| Deans Road | D1171 | Albury Road | Nutfield Road | 115 |
| The Crossways | D1173 | Battlebridge Lane | End | 200 |
| Taynton Drive | D1169 | Weldon Way | Worsted Green | 420 |
| Weldon Way | D1169 | Bletchingley Road | End | 380 |
| Green Lane | D1125 | Brighton Rd | Rectory Rd | 830 |
| Smithy Lane | D1126 | Brighton Road | Green Lane | 470 |
| Chesterton Drive | D1167 | Delabole Rd | Radstock Way | 230 |
| Dundrey Crescent | D1167 | Delabore Rd | Chesterton Drive | 250 |
| Chilmark Gardens | D1167 | Dundrey Crescent | Malmstone Avenue | 140 |
| Woodplace Lane | D1153 | Netherne Lane/ Park Lane | County Boundary | 580 |

5. Merstham & Banstead South (Cont)

Years Three to Five (2015/18)

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|-------------------|----------|-----------------|-------------------|-----------------|
| Battlebridge Lane | C225 | Nutfield Road | Frenches Rd | 670 |
| Bletchingly Road | C69 | Albury Road | Radstock Way | 900 |
| Rockshaw Road | D1166 | London Road | Warwick Wold Road | 1500 |
| Bourne Road | D1171 | Entire Length | | 150 |
| Dean Lane | C219 | Brighton Road | Alderstead Lane | 1400 |
| Hogscross Lane | C139 | Church Lane | High Road | 790 |
| Netherne Lane | D1155 | Dean Lane | Cayton Road | 810 |
| Church Lane Drive | D1156 | Church Lane Ave | To End | 290 |
| Church Lane Ave | D1156 | Church Lane | Brighton Rd | 250 |

6. Nork & Tattenham

Year One (2013/14)

Surface Treatment

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|---------------|----------|------------------|--------------|-----------------|
| St Marks Road | D1028 | Great Tattenhams | Chapel Way | 100 |
| Headley Drive | D1040 | Mertland Rise | To End | 255 |

Project Horizon

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|---------------|----------|------------------|---------------|-----------------|
| Fir Tree Road | B291 | Burgh Heath Road | Reigate Road | 1000 |
| High Beeches | D1046 | Grey Alders | Sycamore Rise | 555 |

Year Two (2014/15)

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|-------------------------------------|----------|------------------|----------------------|-----------------|
| Banstead Road | C133 | Fir Tree Road | Higher Drive | 300 |
| Epsom Lane North | B290 | Borough Boundary | Kingswood Road | 1010 |
| Ruden Way | D1000 | Fir Tree Road | To End | 920 |
| Tangier Wood | D1034 | Brighton Rd | To End | 120 |
| Fir Tree Road | A2022 | Reigate Road | Brighton Road | 1185 |
| Shawley Way | D1022 | Great Tattenhams | To End | 850 |
| Shawley Crescent | D1022 | Great Tattenhams | Shawley Way | 450 |
| Great Tattenhams | B2221 | Reigate Rd | Merland Rise | 495 |
| Tattenham Way | B2221 | Reigate Road | Brighton Road | 720 |
| Tattenham Cres (inc Service Rds) | B2221 | Great Tattenhams | Tattenhams Corner Rd | 380 |
| Buckles Way | D1010 | Hillside | Beacon Way | 410 |

6. Nork & Tattenham (Cont)

Years Three to Five (2015/18)

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|-----------------|----------|-----------------|----------------|-----------------|
| Warren Road | D1002 | Fir Tree Road | Nork Way | 1100 |
| Brighton Road | A217 | Tattenham Way | Winkworth Road | 1100 |
| Picquets Way | D1014 | The Drive | Tattenham Way | 450 |
| The Brindles | D1014 | Picquets Way | To End | 140 |
| Chapel Way | D1028 | Merland Rise | Tattenham Way | 715 |
| Chapel Grove | D1033 | Merland Rise | To End | 150 |
| Royal Drive | D1026 | Tattenham Cres | To End | 620 |
| Ferriers Way | D1029 | Long Walk | Coxdean | 190 |
| Burgh Mount | D1009 | Burghwood | To End | 150 |
| Harkness Close | D1018 | Monrouge Cres | To End | 120 |
| Long Walk | D1029 | Chetwode Road | To End | 360 |
| Garlichill Road | D1021 | Yew Tree Bottom | Shawley Way | 445 |
| Waterfield | D1041 | Parthia Close | Preston Lane | 700 |
| Eastgate | D1003 | Nork Way | To End | 250 |

7. Redhill East

Year One (2013/14)

Surface Treatment

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|--------------|----------|----------------|--------------|-----------------|
| The Frenches | | Budgen Drive | To End | 150 |

Project Horizon

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|-----------------------------|----------|------------------|-----------------|-----------------|
| Hooley Lane | C222 | Brighton Rd | Redstone Hollow | 470 |
| Frenches Road | C224 | London Rd | Ladbroke Rd | 220 |
| Woodlands Road | D1270 | The Cutting | Brighton Road | 500 |
| Ridgeway Road | D1266 | Linkfield Street | Grovehill Road | 325 |
| Woodside Way | D1273 | West Av | Copsleigh Av | 200 |
| Philanthropic Rd | D1273 | St John Rd | Hartspiece Rd | 350 |
| See A25 Strategic Programme | | | | |

Year Two (2014/15)

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|----------------|----------|----------------|---------------|-----------------|
| Ladbroke Road | D1261 | Princess Way | Frenches Rd | 530 |
| Osborne Road | D1262 | Alpine Ed | Frenches Rd | 150 |
| Garlands Road | D1256 | Entire Length | | 490 |
| Brook Road | D1356 | Hooley Lane | Brighton Rd | 230 |
| Hillfield Road | D1268 | Redstone Hill | Redstone Park | 195 |
| Common Road | D1270 | A23 | Earlswood Rd | 155 |

7. Redhill East (Cont)

Years Three to Five (2015-2018)

| Road name | Road ref | Limits (start) | Limits (end) | Length (m) |
|--|----------|----------------|----------------|------------|
| Reading Arch Road | D1266 | Brighton Rd | End | 140 |
| London Road | A23 | Frenches Road | Princess Way | 200 |
| Princess Way | A23 | London Road | Marketfield | 270 |
| Brighton Road | A23 | Church Road | River Mole | 740 |
| Claremont Road | D1065 | Entire Length | | 160 |
| Cormongers Lane | D1263 | Entire Length | | 1250 |
| Linnell Road | D1272 | Entire Length | | 140 |
| Redstone Park (inc Hillfield Close) | D1268 | Hillfield Road | To End | 250 |
| St Johns Terrace | D1270 | Earlswood Road | St John's Road | 120 |
| Victoria Rd | | St Johns Rd | Hooley Lane | 200 |
| Wiggie Lane | | Frenches Rd | To End | 150 |

8. Redhill West & Meadvale

Year One (2013/14)

Project Horizon

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|------------------------|----------|----------------|--------------|-----------------|
| Linkfield Lane | C224 | Station Rd | London Rd | 1000 |
| See A25 Strategic Plan | | | | |

Year Two (2014/15)

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|---------------------------------|----------|----------------|----------------|-----------------|
| Station Road | A25 | Station Rd RB | Queensway | 300 |
| Queensway/ London Road | A25 | Station Road | Princess Way | 300 |
| St Matthews Rd / Cromwell Rd | A25 | Station Road | High Street | 300 |
| Batts Hill | D1232 | Gatton Park Rd | Conniston Way | 1020 |
| Dome Way | D1256 | Warwick Road | End | 180 |
| Warwick Road | D1256 | North Street | Queens Way | 210 |
| Blackborough Rd | B2034 | Reigate Road | Chart Lane | 970 |
| Timperley Gardens | D1255 | Green Lane | Park Road | 330 |
| Park Road | D1255 | Timperley Gds | Linkfield Lane | 300 |
| Colman Way | D1255 | Timperley Gds | Park Road | 485 |
| Colman Way | D1255 | Timperley Gds | Park Road | 485 |

8. Redhill West & Meadvale (Cont)

Years Three to Five (2015/18)

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|------------------|----------|------------------|-------------------|-----------------|
| Pendleton Road | C226 | Woodhatch Road | Brighton Road | 1600 |
| Carlton Green | D1248 | Entire Length | | 415 |
| Clarendon Road | D1258 | Gloucester Road | London Road | 190 |
| Grovehill Road | D1266 | Linkfield Street | Brighton Road | 400 |
| Monson Road | D1254 | Gatton Park Road | London Road | 450 |
| Ringwood Avenue | D1254 | Monson Road | London Road | 310 |
| Hurstleigh Drive | D1255 | Linkfield Lane | To End | 280 |
| Oakdene Road | D1264 | Linkfield Street | Upper Bridge Road | 175 |
| Clarence Walk | D1250 | Entire Length | | 290 |

9. Reigate

Year One (2013/14)

Surface Treatment

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|----------------|----------|----------------|--------------|-----------------|
| Cockshot Road | D1223 | Chartfield Rd | To End | 390 |
| Beaufort Road | D1203 | Nutley Lane | Evesham Road | 280 |
| Sandhills Road | D1223 | Cockshot Hill | Full Stretch | 300 |

Project Horizon

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|------------------------|----------|----------------|--------------|-----------------|
| See A25 Strategic Plan | | | | |

Year Two (2014/15)

| Road Name | Road Ref | Limits (Start) | Limits (End) | Length (Metres) |
|--------------------------------|----------|-----------------|------------------|-----------------|
| Blackborough Close | D1247 | Blackborough Rd | To End | 110 |
| Chart Lane (inc Chartfield Rd) | D1218 | Lesbourne Rd | Reigate Road | 820 |
| Evesham Road | D1203 | West St | To end | 230 |
| Howard Road | D1220 | Lesbourne Rd | St Mary's Rd | 180 |
| Waterlow Rd | D1249 | Chart Lane | Ringley Park Ave | 300 |
| Doods Road | D1245 | Croydon Rd | Wray Common Rd | 495 |
| Friths Drive | D1210 | Raglan Road | To End | 200 |
| Laglands Close | D1210 | Raglan Road | To End | 115 |
| Alders Road | D1213 | Raglan Road | Wrays Park Road | 495 |

9. Reigate (Cont)

Years Three to Five (2015-2018)

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|-------------------|----------|----------------|--------------------|-----------------|
| Deerings Road | D1217 | Croydon Road | Reigate Road | 370 |
| Albert Road North | D1203 | Churchfield Rd | To private section | 310 |
| Dood Park Road | D1244 | Wray Common | Claire Close | 510 |
| Wray Common Road | D1244 | Croydon Road | Reigate Road | 535 |

10. Tadworth, Walton & Kingswood

Year One (2013/14)

Surface Treatment

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|-------------------|----------|----------------|-----------------|-----------------|
| Wonford Close | D1122 | Hurst Drive | To End | 110 |
| Tadworth Street | B2220 | Station Road | A217 Bonsor R/A | 1000 |
| Sandlands Rd | D1117 | Entire Length | | 378 |
| Dorking Rd | B2032 | Headley Rd | Pfizer RB | 700 |
| Headley Common Rd | B2033 | | Entire l | 1700 |

Year Two (2014/15)

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|------------------------|----------|------------------|--------------|-----------------|
| Station Approach | B298 | High St | Cross Road | 430 |
| High St (inc Tower Rd) | | Station Approach | To End | 550 |
| Cross Road | B290 | Ashurst Rd | Tadmore Road | 250 |
| Chequers Lane | B2220 | Ebbisham Lane | Speed Change | 700 |
| Preston Lane | D1043 | Hatch Gardens | Epsom Lane N | 700 |

Years Three to Five (2015/18)

| Road name | Road ref | Limits (start) | Limits (end) | Length (metres) |
|------------------|----------|----------------|-----------------|-----------------|
| Duffield Road | D1118 | Walton Street | Meadow Walk | 140 |
| Bonsor Drive | B2032 | Brighton Road | Waterhouse Lane | 735 |
| Epsom Lane South | D1108 | Shelvers Way | Cross Road | 430 |

A25 (STRATEGIC NETWORK)

The A25 is a 73km strategic road connecting Guildford, Surrey and Sevenoaks, Kent. The Surrey section runs for over 40km from Guildford to Tandridge.

Over 5km was replaced as part of the Olympics 2012 preparation. In Year One Operation Horizon will replace a further 16km, with work divided across two separate Machine Crews.

| Machine Crew One | | | | | |
|-------------------------|-------------|----------------|----------------|---------------|---------------|
| Date | District | Road name | Limits (start) | Limits (end) | KM |
| Sep | Guildford | Woodbridge Rd | Middleton Rd | Stoke Rd | 0.9 |
| Sep | Guildford | Boxgrove Rd | Green Lane | Orchard Close | 0.5 |
| Sep | Guildford | Epsom Rd | JCT A246/A247 | | 0.9 |
| Oct | Guildford | Shere Road | Sunray Farm | Trodds Lane | 0.5 |
| Oct | Guildford | Shere Road | Sherbourne | Combe Lane | 1.5 |
| Nov | Mole Valley | Guildford Road | Felday Road | Raikes Lane | 0.8 |
| Nov | Mole Valley | West Street | Station Road | High Street | 0.4 |
| Nov | Mole Valley | Reigate Road | Deepdene RB | Pixham Lane | 0.5 |
| Total | | | | | 6.0 km |

| Machine Crew Two | | | | | |
|-------------------------|-----------|----------------------------|--|-----------------|----------------|
| Date | District | Road name | Limits (start) | Limits (end) | KM |
| Sep | R&B | Buckland Road | Buckland Corner | Flanchford Rd | 0.8 |
| Sep | R&B | Reigate Town Centre | West Street (inc High St. London Rd, Castlefield Rd) | Croydon Rd | 1.5 |
| Oct | R&B | Reigate Rd / Hatchlands Rd | Croydon Road | Station Rd RB | 1.4 |
| Nov | R&B | Redstone Hill | Noke Drive | Cormongers Lane | 2.0 |
| Jan | Tandridge | Godstone High St | Bletchingley Rd | Oxted Road | 0.6 |
| Jan | Tandridge | Oxted Road | A22 JCT inc RB | Barrow Green Rd | 1.2 |
| Feb | Tandridge | Oxted Road | Barrow Green Rd | Woodhurst Lane | 2.0 |
| Feb | Tandridge | West Hill | Woodhurst Lane | Wolf's Row | 1.0 |
| Total | | | | | 10.5 km |

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 17 JUNE 2013

LEAD OFFICER: PAUL FISHWICK, PROJECT MANAGER, TRANSPORT POLICY

SUBJECT: REDHILL BALANCED NETWORK - UPDATE

DIVISION: REDHILL EAST AND REDHILL WEST AND MEADVALE

**SUMMARY OF ISSUE:**

This paper is to update members on the current status of the Redhill Balanced Network project and decisions delegated to certain members by this committee.

The Local Committee delegated authority to certain members to enable officers to progress the project during the spring of 2013. The Department for Transport (DfT) announced on the 31 May 2013 that the Local Pinch Point Fund bid was successful.

This is excellent news and now allows the construction works to commence during September 2013.

RECOMMENDATIONS:

The Local Committee (Reigate & Banstead) is asked to agree :

- (i) To note the decisions made by delegated members.
- (ii) To note the announcement made by the DfT on 31 May 2013 that the Redhill Balanced Network bid was successful.
- (iii) The additional shared (segregated) cycle links as indicated in Annex A

REASONS FOR RECOMMENDATIONS:

The Local Committee are asked to Note the decisions made by the Local Committee's delegated members and the successful Local Pinch Point Fund bid. Also, to agree the additional shared (segregated) cycle links as indicated in Annex A, that have been developed as part of the detailed design in conjunction with the Local Sustainable Transport Fund project.

1. INTRODUCTION AND BACKGROUND:

- 1.1 On the 20 February 2013 Surrey County Council, as transport authority, submitted a joint bid with Reigate & Banstead Borough Council for funding from the Local Pinch Point Fund for the Redhill Balanced Network, and can be viewed on the County Council web site at the following address;

www.surreycc.gov.uk/roads-and-transportroads-and-transport-policies-plans-and-consultations/majorprojects

- 1.2 The DfT announced on the 31 May 2013, that the Redhill Balanced Network would be awarded £2.837 million of grant funding for the £4.102 million project. The remainder of the funding coming from Third party contributions and Reigate & Banstead Borough Council.
- 1.3 It should be noted that the local contribution funding must make up at least 30% of the total project funding.

2. ANALYSIS:

Delegated authority to members for traffic orders, notices and approvals

- 2.1 Detailed design of the project is currently underway and, it is planned to commence works on the first scheme in September 2013, after the detailed design has been completed, anticipated by the end of June 2013, and the statutory undertakers (gas, water, electric and telecoms) have carried out their necessary diversion and protection works to their apparatus
- 2.2 The project does require several traffic orders and notices to be made and these will require processing including advertising.

The delegated members met on the 18 March 2013 and agreed that the following traffic orders and notices could be processed and agreed the creation of shared use facilities (pedestrian and cycles, as indicated on plans attached as Annex A and Annex B

Annex A

- Revoke one-way system and convert to a two-way system (traffic order required)
- Introduce new puffin crossing (notice required)
- Upgrade pelican crossing to toucan crossing (notice required)
- Create shared use pedestrian cycle facility (Local Committee approval only required, delegated to selected members)

Indicated on plan attached as Annex B
Amendments to waiting restrictions (traffic order required).

- 2.3 These traffic orders and notices are currently being advertised.

Detailed design

- 2.4 During the detailed design process, two additional sections of shared (segregated) cycle routes were identified, in conjunction with the Local Sustainable Transport Fund proposals.
- 2.5 These two routes will improve connectivity within the town centre, and the Local Committee's approval is required for these as they are additional to the approvals already obtained through the delegated members group.

3. OPTIONS:

- 3.1 During the detailed design process, there will be continued consultation with key stakeholders, including Reigate & Banstead Borough Council, bus operators, statutory undertakers, Belfry shopping centre etc to attempt to include as many of their requirements as possible within the project.
- 3.2 As the detailed design of the project continues to be developed, and works commence, the Task Group will be updated at appropriate times, with the next scheduled meeting during early to mid-July.

4. CONSULTATIONS:

- 4.1 The project has been the subject of a public consultation between 9 November and 4 January 2013, before the Local Pinch Point Bid was submitted.
- 4.2 However, as stated in 3.1 above, key stakeholders are being consulted during the detailed design process.
- 4.3 The traffic orders and notices will be advertised and any objections will be reported back to this Local Committee for a decision.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The indicative costs for the processing of the relevant traffic orders and notices were included within the overall project management costs for the scheme that was presented to this committee on 3 December 2012. These costs were included within the bid made to the DfT on 20 February 2013.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 The tables below only relates to the walking/cycling activities of this project which are the subject of the decisions in this report.
- 6.2 In developing the county council's LSTF and cycling programmes the following impacts and actions have been identified:

| Key Impacts | Actions |
|---|---|
| Younger people-more reliant on walking and cycling as a mode of transport | Identify key routes that link school, retail leisure and business destinations. (the puffin and toucan crossings, shared footways |

| | |
|--|---|
| | (pedestrian /cycle) provides improved connectivity between residential and retail/business areas and the railway station) |
| Older people – less likely to cycle due to mobility and other concerns; | Upgrading and introducing improved crossings will improve connectivity between residential and retail/business areas and the railway station) |
| 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 cycle routes designed with least confident cyclists in mind. |
| Disability – people with mobility problems and visual impairment adversely affected by busy roads. | Upgrading and introducing improved crossings will improve connectivity between residential and retail/business areas and the railway station) |

7. LOCALISM:

7.1 The headline benefits for the Redhill Balanced Network project are as follows:

- Tackling congestion
- Improved journey time reliability (including buses)
- Reduced journey times
- Reduced vehicle operating costs
- Increased walking and cycling
- Reduced severance, such as between the railway station and the town centre and under Station Road railway bridge.

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 walking and 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 walking and 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 whole project including the improved walking and cycling facilities will be marketed to residents and businesses and cycle 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 As the Local Pinch Point Bid has been successful, the project can now move forward to the next stage, which is construction, commencing in September 2013.

9.2 The Local Committee's delegated members agreed to the advertisement of the various traffic orders and notices, together with the approval of the shared use footways for pedestrians and cyclists. This has enabled the processing of the legal orders to move forward as quickly as possible whilst the county council and its partners were awaiting the decision by the DfT.

9.3 This has provided us to remain on target with the detailed design and build programme to enable the project to be completed in time for December 2014.

9.4 However, as part of the detailed design process in conjunction with the Local Sustainable Transport Fund project, two additional shared (segregated) cycle routes have been identified, as indicated in Annex A. These two routes will improve connectivity with the town centre.

10. WHAT HAPPENS NEXT:

10.1 The traffic orders and notices are currently being advertised and the detailed design is on-going.

- 10.2 The statutory undertakers are planning to commence works during July and the first civils works scheme at Lombard roundabout is due to commence in mid- September 2013.

Contact Officer: Paul Fishwick
Job title Project Manager, Transport Policy
Contact number 03456 009 009

Consulted:

Surrey County Council officers, Dave Sharpington, Alan Fordham, Chris Parry, Marc Woodall, James Price, Narendra Mistry, Harold Parr, John Lawlor, Dave Curl, Neil McClure, David Ligertwood
Surrey County Council Member for Redhill East (Jonathern Essex)
Surrey County Council Member for Redhill West (Natalie Bramhall)
Reigate & Banstead Officer Yvonne Shaw

Annexes:

Annex A and B

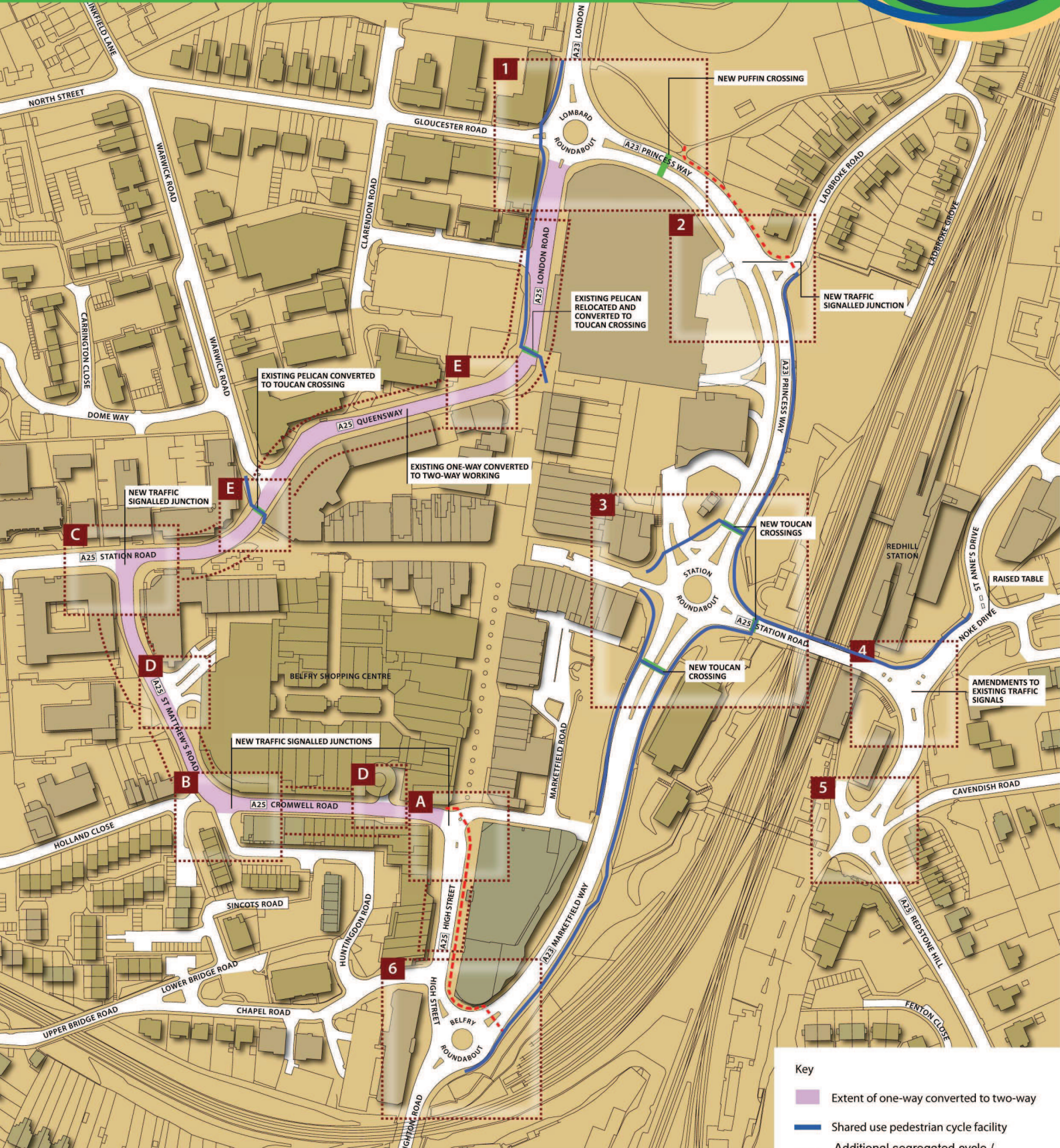
Sources/background papers:

Local Pinch Point Fund bid – 20 February 2013
Department for Transport Local Pinch Point Fund Tranche 2 announcement 31 May 2013.

Redhill Balanced Network

Proposed Traffic Orders & Notices

Annex A



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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (REIGATE & BANSTEAD)****DATE: 17 JUNE 2013****LEAD OFFICER: MARC WOODALL, TRAVEL SMART ENGAGEMENT MANAGER AND REDHILL/REIGATE LEAD****SUBJECT: TRAVEL SMART LOCAL SUSTAINABLE TRANSPORT FUND PROGRAMME****DIVISION: REDHILL EAST, REDHILL WEST AND MEADVALE, MERSTHAM AND BANSTEAD SOUTH, REIGATE****SUMMARY OF ISSUE:**

In June 2012, Surrey County Council was successful in securing an award of £14.3 million in funding from the Department for Transport's Local Sustainable Transport Fund (LSTF). This is in addition to the award of £3.9 million LSTF Key Component secured in July 2011. Both grants are for the period up to 31 March 2015 and jointly form the Surrey Travel SMART programme. As part of the Surrey Travel SMART programme, a total of £4.8 million has been allocated for sustainable travel improvements in Redhill/Reigate.

This paper is separated into two parts. The first provides an overview of the Travel SMART programme and the second asks Members to consider Traffic Regulation Orders (TROs) to enable works on cycle route improvements to take place during 2013-14.

RECOMMENDATIONS:**The Local Committee (Reigate & Banstead) is asked to:**

- (i) Note the overview of the Travel SMART programme and progress made in 2012-13.
- (ii) In respect of Route 1A (via New Battlebridge Lane):
 - a) To approve conversion to shared pedestrian and cycle use at the northern footway of New Battlebridge Lane and a short section of London Road between the service road and New Battlebridge Lane, as detailed in paragraphs 2.17 to 2.23.
 - b) To approve a highway widening line of 1.0m on the vacant site at the north-east corner of London Road and New Battlebridge Lane for the purposes of increasing the footway from its current 2.2m width to 3.2m.
- (iii) In respect of Route 1B (via Alpine Road):
 - a) To approve conversion of the footways adjoining the A23 London

Road and a short section of Alpine Road to shared use for pedestrians and cyclists, as detailed in paragraph 17 of this report.

- b) To approve the widening of the footpath linking London Road with Alpine Road, and permitting the link to be used by pedestrians and cyclists.

REASONS FOR RECOMMENDATIONS:

These recommendations will allow cycle routes 1A and 1B to be installed and legally used, and enable Surrey County Council officers to begin construction of these.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Surrey County Council has been successful in securing £18.2 million from the Department for Transport's (DfT) Local Sustainable Transport Fund (LSTF) to deliver the Surrey Travel SMART programme. £3.9 million was awarded in July 2011 with a further £14.3 million awarded in June 2012 as part of the large bid of £16 million. The aim of the fund is to deliver sustainable travel measures that support economic growth and carbon reduction. A total of £4.8 million of the large bid funding is allocated for sustainable travel improvements in Redhill and Reigate.

2. ANALYSIS:

2.1 OVERVIEW OF THE TRAVEL SMART PROGRAMME

The Travel SMART programme is a comprehensive package of both capital and revenue measures designed to promote economic growth and reduce carbon emissions by encouraging more sustainable travel and improving access to jobs and skills. This report provides highlights of the key measures within the programme. **Annex A** provides a more detailed breakdown of the programme measures.

2.2 Variable Message Signing

Programmed to be installed once the Redhill Balanced Network project has been delivered, this system will provide drivers with real time information about car park capacity within Redhill. The system will aid drivers in making informed decisions about where it would be most appropriate to park, reducing unnecessary trips in and around the town centre.

2.3 Bus User Improvements

An allocation of £250,000 has been made to provide improvements for passengers and buses along priority bus corridors to benefit all services along those routes. The bus routes being considered are 100, 400, 405, 420/460, 424, 430/435. These bus corridors are served by a high level of bus routes, linking residential areas to centres of employment and potentially additional economic growth.

Feasibility and design work is progressing to prioritise schemes for delivery and identify specific sites for improvements along the corridors that will lead to greater bus patronage and improved accessibility. This work is being progressed in consultation with bus operators, Surrey Highways and other

stakeholders. The package of measures will include raised kerbing to aid accessibility, improvements to footways/kerbing, bus stop infrastructure upgrades providing better facilities at stops where patronage demands, standardising bus stop layout and alignment to increase reliability, improved signage, complimentary traffic management measures to assist bus service reliability, and other information and accessibility improvements.

Intelligent bus priority will be installed for buses at traffic signalised junctions. Real Time Passenger Information (RTPI) display screens will be installed in areas of high passenger throughput, along with other RTPI system improvements including web/mobile/smartphone information and 'media broadcast' displays to provide real time bus and rail information alongside other travel related messages. Other RTPI system improvements being progressed with bus operators include the provision of modern ticket machines to provide RTPI data directly from the operators. This will improve real time system performance at reduced operating costs, whilst also providing the capability for introducing smart card ticketing, which is now being considered as a future scheme. Additionally, Metrobus are currently trialling the availability of wi-fi on selected bus services, with positive feedback and results. Plans are in progress to equip further routes and services with on bus wi-fi, working in partnership with bus operators.

2.4 Walking improvements

The Travel SMART programme team is working closely with the team responsible for the Redhill Balanced Network project (subject of a separate report on this agenda) to identify where walking improvements can be made to enhance the balanced network proposals.

2.5 The LSTF task group will be able to identify additional walking improvements, funded by the Travel SMART programme, which can be incorporated into the Balanced Network schedule of works.

2.6 Cycling improvements

A network of continuous, safe and clearly signed cycle routes are being delivered, linking Redhill, Reigate and Merstham. In accordance with Surrey County Council's emerging cycling strategy, the new infrastructure being delivered as part of the LSTF programme will achieve a minimum standard of being suitable for people who have completed Bikeability Level 2 training, the equivalent standard of an 11 year old child. The second section of this report focuses in more detail on two of the new routes to be introduced and **Annex B** details the proposed cycle network to be completed as part of the LSTF programme.

2.7 Travel planning, information and marketing

Journey planning website

Due to be launched in June 2013, a new journey planning and travel information website is being developed. The website will consolidate a lot of the information about travel on the Surrey County Council website and provide visitors with the following features:

- Journey planning by car, cycle, train, bus, walk, taxi and any multiples of these.
- Linking real time information into journey planning, informing people of any likely disruptions.

www.surreycc.gov.uk/reigateandbanstead

- A widget available for businesses, schools and other groups to put on their website to provide direct access to the journey planner.
- Links into real time bus information at stops (see bus corridor improvements below)

2.8 Media broadcast screens

Plans are being finalised for media broadcast screens to be installed at Redhill Bus Station and at both pedestrian entrances into the Belfry Centre. These screens provide real time bus and train information and provide a base for local businesses to advertise. The screen content can be altered remotely in real time, providing an excellent platform for promotion of the Travel SMART programme.

Negotiations are ongoing with Southern Rail regarding the installation of a screen in Redhill Train Station.

2.9 Business engagement

A suite of measures has been developed to assist businesses in encouraging more sustainable travel choices for their staff and visitors. The following measures have been launched to businesses in Reigate and Redhill in May 2013:

- Eco Driver training sessions (simulator and in-car)
- Travel planning training (professional training offered to larger businesses)
- Personalised travel planning (either 1 to 1 or workshop led with small groups – for smaller businesses)
- Sustainable travel roadshows (to include the benefits of cycling and car sharing)

A business travel forum has been developed in both Reigate and Redhill, enabling local businesses to have a say in improvements that would positively affect their businesses. Each forum has the opportunity to direct the spending of £25,000 of revenue and £25,000 of capital funding within the locality in 2013-14.

Business champions appointed from the Members of the Local Committee (Reigate and Banstead) attend forum meetings, providing context to local businesses on possible improvements, and fostering strong links with the business community.

2.10 Community engagement

Localism was an important principle that the DfT required in bids to the LSTF. The Travel SMART programme is working with local communities in Redhill and Merstham via a community funding programme to encourage sustainable travel and improve access to jobs and skills.

Local community groups, charities and organisations are given the opportunity to apply for funding for local projects that meet the above criteria. The decision on which projects should receive funding is made by the residents themselves at a participatory budgeting event held within the community.

In 2012-13, just over £120,000 was distributed to local groups via this method and projects are already being delivered in the wards. A full list of funded projects is available at: <http://www.surreycc.gov.uk/roads-and-transport/roads-and-transport-policies-plans-and-consultations/surrey-travel-smart/travel-smart-community-funding> .

In 2013-14 there is £100,000 available for both Merstham and Redhill West wards, and groups can either submit small bids (up to £3,000) or large bids (up to £10,000). There will be three rounds of funding during the year, with two windows for groups to bid for smaller projects of up to £3,000, and one window for larger projects, with applications accepted for up to £10,000. £30,000 will be made available for the smaller bids, and £60,000 available for the larger applications. The remaining £10,000 will provide a contingency fund for the LSTF task group to consider funding unsuccessful bids which fulfil the Travel SMART criteria.

To ease administration of smaller bids, a community panel is currently being set up in each area. The panel will be made up of local councillors and other community representatives to decide upon smaller bids (up to £3,000) and oversee the planning for the participatory budgeting event where funding for larger applications is determined.

2.11 Wayfinding signage

A new system of pedestrian wayfinding for Redhill Town Centre is being developed. This is being designed to be useful to both visitors and local people. The system is currently being developed based on the same principles as the Legible London schemes that has recently been rolled out across the capital.

The system is designed to provide better information throughout the town centre for people who want to walk and will support and enhance their understanding to better enable walking choices. It uses accessible maps of different scales to convey not only the immediate surroundings, but to show how the area connects to those around it.

Some of the benefits of introducing this system to an area include:

- Encouraging the use of healthier and more sustainable modes of transport;
- Improving public perceptions of the town as a friendly, welcoming place where people will want to spend time and explore;
- Better informing people travelling through and around the town centre, potentially increasing dwell time (and therefore spend) at shops producing economic benefits for local attractions and retail outlets.

The system will be based on an initial stage of data collection, observation and investigation which will then be used to inform the signage design and placement strategy. Stakeholder engagement has been undertaken with the Redhill Regeneration Forum, and once concept designs and mapping have been developed, a second stage of consultation will be undertaken. It is anticipated that the signage will be introduced in late summer 2014.

2.12 Local travel information

Both the journey planner website and wayfinder signage will carry a common map base, making it easy for people to navigate using both tools. Handheld maps, maps in car parks and information promoting local walking and cycling improvements are also being produced, significantly enhancing the travel information that is available to residents and visitors to Redhill and Reigate.

2.13 Travel SMART community shops

Two community shops are due to open in summer 2013 providing a range of services to local residents and visitors to encourage use of sustainable travel, and also provide access to services and skills that help people find jobs. The Travel SMART programme is providing seed funding for these and, working with local partners such as the YMCA and Raven Housing Trust, has developed a business plan to secure the longer term sustainability of these.

The key activities and services each shop provides are:

| Redhill Live SMART | Merstham Bikes Revived |
|--|--|
| Cycle maintenance and skills training | Cycle maintenance and skills classes for NEETs, providing qualifications |
| Refurbished cycle rental and Sales | Refurbished cycle rental and Sales |
| Travel planning and information service | Pop up travel clinics |
| Health check and referral scheme – promoting active travel | Bike maintenance clinic |
| Space for community groups | |

2.14 School engagement

Whilst direct interventions with schools by the Travel SMART programme are limited, the continuation of the very successful Bikelt programme across the borough in conjunction with Sustrans is being funded by the Travel SMART programme.

2.15 TRAFFIC REGULATION ORDERS FOR ROUTES 1A AND 1B

This section of the report refers to the introduction of the network of cycle routes connecting Redhill to Reigate, Merstham and Salfords and requested Members to consider the approval of a series of Traffic Regulation Orders (TROs) to enable cycle routes to be legally installed and safely used.

2.16 The phasing of the network implementation in Redhill has commenced with the design of part of Route 1A and Route 1B. Both routes link London Road with the Holmethorpe business area, the former via New Battlebridge Lane, and the latter via Alpine Road. For Route 1A, approval is sought for shared cycle and pedestrian use of the northern footway of New Battlebridge Lane. For Route 1B, the same approval is sought for a section of the A23 London Road, and a short section of Alpine Road. Approval is also sought for the widening of a footpath linking London Road with Alpine Road. **Annex C** provides the plan for Route 1A and **Annex D** for Route 1B.

2.17 Route 1A is proposed to connect Merstham Station with the Holmethorpe business area and Frenches Road. This report considers a section of this route between London Road and the business area via New Battlebridge

Lane. There is potential for this section of the route to link up with a separate Integrated Transport Scheme in Merstham village (on the A23) which is being investigated this year by officers.

- 2.18 From the junction of London Road with New Battlebridge Lane, Route 1A follows the northern footway of New Battlebridge Lane. A number of minor improvements are required in order to achieve a continuous shared footway, of a minimum of 2.5m width, which is the minimum acceptable width for shared footway use.
- 2.19 At the north-east corner of London Road and New Battlebridge Lane is less than 2.5m, and the adjacent site is vacant. It is proposed to introduce a 1.0m highway widening line. Should any development proposals come forward in the future, a wider footway could be incorporated, assisting walking routes to the new primary school to the south, and shared use with cycles.
- 2.20 Further east of the corner site, in front of the industrial units in New Battlebridge Lane, there is a narrow verge at the rear of the footway which can be used to extend the footway by 0.5m. East of the vehicular access to the industrial site there is no footway but a wide verge of planting. A new footway needs to be constructed for both the cycle route and to provide a safe and continuous walking route for pedestrians accessing the Holmethorpe business area.
- 2.21 The junction of New Battlebridge Lane and Battlebridge Lane is signalised by there are currently no facilities for pedestrians and cyclists. It is proposed that the traffic island in the northern arm of Battlebridge Lane is widened to 2.5m in order to assist pedestrians and cyclists to cross this junction.
- 2.22 This signalised junction may also be used by parents walking their children to the new Lime Tree Primary School in Battlebridge Lane. Discussions are taking place as to the extent of the highway works necessary to support the school and the scale of improvements (if any) to this junction. Any improvement would also benefit the cycle route. A LSTF funding contribution in lieu of the traffic island mentioned above could contribute to a better facility for pedestrians and cyclists. This would be progressed as a separate scheme associated with the school construction. The school development is currently at pre-planning discussions, which include SCC Transport Development Planning officers, and are ongoing.
- 2.23 South of this junction, the cycle route follows the existing shared route facilities under the new road under the rail bridge into the business area and connects to Frenches Road, which will form part of a subsequent section of cycle route to be developed and implemented under LSTF. Details of this southern section will follow in a further report to the Local Committee later in 2013.
- 2.24 ROUTE 1B: APPROVAL OF SHARED USE**
The other cycle route that was earmarked for early implementation is the route which links the Colesmead residential area with Holmethorpe business area, via Alpine Road. This route has been identified as Route 1B. The design for this route is well advanced and the Area Highways team are content with the design and details of the route.

2.25 In March 2013, a consultation letter was sent to all residents who had a frontage facing the route, seeking any comments they may have about the proposed cycle route. Two comments were received. Both concerned the conversion of the pavement in the cul-de-sac end of Alpine Road to shared use. This section of pavement formally links the footpath from London Road to Alpine Road through the cul-de-sac where the carriageway is not adopted as public highway, but there are no signs to this effect. The western footway is adopted. Although the cycle route will follow this short section of pavement, in practice pedestrians and cyclists currently use the un-adopted carriageway. One of the two commenting residents asked for a post at the 90 degree corner of footpath and pavement to keep cyclists away from the first driveway in case a car is emerging from the driveway and may be unsighted. A post, or other measures to slow cyclists, will be included in the proposals.

2.26 A road safety audit is shortly to be undertaken. Once any comments arising from that audit are dealt with, the route will be implemented, subject to the approval sought in this Committee report.

2.27 Working from east to west the route starts at the junction of Frenches Road and Alpine Road. It follows the quiet residential road, Alpine Road, turning south into the cul-de-sac by 73 Alpine Road. The footway in front of nos. 73 to 79 is proposed to be converted to share use. Over this section, directional signs and road markings are the only necessary infrastructure.

2.28 From the end of the cul-de-sac, it is proposed to widen the public footpath (linking London Road with Alpine Road) and convert it to shared use. The route crosses London Road via the existing pelican crossing immediately adjacent to the footpath, where cyclists should dismount to use the controlled crossing. The cost of converting the crossing to a shared use Toucan crossing is prohibitive and considered poor value for money. The west footway from the pelican crossing to Colesmead Road is proposed to be shared use. Its width of nearly 3.0m is wide enough for this purpose.

2.29 LEGAL REQUIREMENTS FOR SHARED USE FOOTWAYS

It is a requirement of the Highways Act 1980 that Highway Authorities wishing to introduce shared use between cyclists and pedestrians on footways must pass a resolution of the relevant Council Committee to approve the conversion of the public footway to shared use.

Where residents may be affected by the proposal to introduce shared use, they are normally notified of the Council’s intentions by letter and invited to give comments about the proposals. Residents affected have been consulted and no resident objected (although two comments, discussed above, were received).

2.30 SECTIONS OF FOOTWAY TO BECOME SHARED USE

The sections of footway of the A23 London Road, New Battlebridge Lane and Alpine Road that are proposed for shared use conversion are listed in the table below.

| Road Name | Side | From | To |
|-----------------------|------------------|--------------|-----------------------|
| London Road | Eastern footway | Service Road | New Battlebridge Lane |
| New Battlebridge Lane | Northern footway | London Road | Battlebridge Lane |

| | | | |
|----------------|----------------------------------|--------------------|-------------------------|
| London Road | Western footway | No 103 London Road | Colesmead Road |
| London Road | Eastern footway | No 90 London Road | Opposite Colesmead Road |
| Colesmead Road | Northern footway | London Road | No 2 Colesmead Road |
| Alpine Road | Western footway | No 73 Alpine Road | No 79 Alpine Road |
| Footpath | Linking London Rd with Alpine Rd | London Road | Alpine Road |

2.31 Plans showing the different sections of the A23 and adjoining roads where shared use footways are proposed for both cycle routes 1A and 1B are attached as Annexes C and D respectively.

3. OPTIONS:

3.1 The Committee is asked to approve the recommendations in order to allow cycle routes 1A and 1B to be installed and legally used, and enable officers to begin construction.

4. CONSULTATIONS:

4.1 Residents affected by the proposals were consulted in March – April 2013 and the details of this consultation are discussed in paragraph 2.25 above.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 Set out in paragraph 1.1 above.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 In developing the County Council's 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 destinations (Route 1A will assist with links to the proposed Battlebridge Primary School; Both assist with access to the Holmethorpe industrial area). |
| Older people – less likely to cycle due to mobility and other concerns; could be adversely affected by cycle routes that impact on pedestrian | Segregation of routes from pedestrians wherever possible. Pedestrian flows are low on both routes, therefore retain the shared |

| | |
|--|--|
| routes and access | 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 segregated cycle routes designed with least confident cyclists in mind. |
| Disability – people with mobility problems and visual impairment adversely affected by cycle where they interact with pedestrian routes. | Achieve full segregation wherever possible. As for Older people - see above). |

6.2 Equalities and diversity will be taken into account during the design of schemes, but does not form part of this report. Where appropriate, full Equalities Impact Assessments have been carried out and are published for individual elements of the programme.

7. LOCALISM:

7.1 Set out in paragraph 2.10 above.

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 | No significant implications arising from this report. |

8.1 Sustainability implications

The Travel SMART programme is a comprehensive package of both capital and revenue measures designed to promote economic growth and reduce carbon emissions by encouraging more sustainable travel and improving access to jobs and skills. The planned improvements may also reduce the potential for serious injury collisions, improve the safety of pedestrians and cyclists, and improve traffic flow.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 This report provides the Local Committee with an updated overview of the Travel SMART programme and provides a programme schedule for the 2013-14 programme. The report also requests approval from the Committee for a number of Traffic Regulation Orders to enable new cycle routes to be legally installed and used.

9.2 The Local Committee (Reigate & Banstead) is asked to:

- (i) Note the overview of the Travel SMART programme and progress made in 2012-13.
- (ii) In respect of Route 1A (via New Battlebridge Lane):
 - a) To approve conversion to shared pedestrian and cycle use at the northern footway of New Battlebridge Lane and a short section of London Road between the service road and New Battlebridge Lane, as detailed in paragraphs 2.17 to 2.23.
 - b) To approve a highway widening line of 1.0m on the vacant site at the north-east corner of London Road and New Battlebridge Lane for the purposes of increasing the footway from its current 2.2m width to 3.2m.
- (iii) In respect of Route 1B (via Alpine Road):
 - a) To approve conversion of the footways adjoining the A23 London Road and a short section of Alpine Road to shared use for pedestrians and cyclists, as detailed in paragraph 17 of this report.
 - b) To approve the widening of the footpath linking London Road with Alpine Road, and permitting the link to be used by pedestrians and cyclists.

10. WHAT HAPPENS NEXT:

10.1 The 2013-14 Travel SMART programme delivery is underway and progress will be reported back to the Local Committee via the LSTF task group. Planning work on the 2014-15 programme will be undertaken during the autumn of this year and the Task Group will be asked to assist the development of these. It is anticipated that the Local Committee will be asked to consider the 2014-15 programme at the December 2013 Local Committee meeting.

10.2 A strategy considering the legacy of the Travel SMART programme in Reigate and Redhill will also be developed during the year for discussion with Members in the autumn.

Contact Officer:

Marc Woodall, 01483 519556

Consulted:

Detailed in the report.

Annexes:

Annex A – Redhill Travel SMART Delivery Programme – June 2013

Annex B – Redhill Cycle Route Map – North East area

Annex C – Route 1A detailed plan

Annex D – Route 1B detailed plan

Sources/background papers:

Local Sustainable Transport Fund bid – Surrey Travel SMART (December 2011).

Reigate and Banstead Local Committee Paper – March 2013

KEY COMPONENT PROGRAMME FOR 2013-14

| Scheme details | | | | | |
|----------------|-----------------------------------|--------------|-------------------------------------|--|--------------|
| | Element | Scheme Title | Location (ward/corridor/ road name) | Scheme Description | Lead officer |
| | 6 - Travel Promotion 1 Reigate | Bike it !! | Borough wide | Continued funding for cycle training programme to support existing third party operation | Marc Woodall |

LARGE BID PROGRAMME FOR 2013-14

| Scheme details | | | | | |
|----------------|-----------------------------------|---------------|--|--|-------------------|
| | Element | Scheme Title | Location (ward/corridor /road name) | Scheme Description | Lead officer |
| | 1 Walking & Cycling improvement | Route 1A | Merstham/Red hill West | Merstham to Redhill via London Road | Chris Parry |
| | 2 Walking & Cycling improvement | Route 1B | Redhill West/Redhill East | Coleshill to Holmethorpe Industrial estate | Chris Parry |
| | 3 Walking & Cycling improvement | Route 2A | Redhill East | New cycle route linking Watercolour to NCN21 to the north of the development | Chris Parry |
| | 4 Walking & Cycling improvement | Route 2B | Redhill East/Mestham | Watercolour to Merstham Estate | Chris Parry |
| | 5 Walking & Cycling improvement | Route 3 | Redhill East | Park 25 to Redhill town centre | Chris Parry |
| | 6 Walking & Cycling improvement | Route 4 | Redhill East/Earlswood and Whitebushes | Whitebushes to Redhill town centre | Chris Parry |
| | 7 Walking and cycling improvement | Memorial park | Redhill East | Contribution to cycle improvements in Memorial Park | David Sharpington |

| | | | | | |
|----|--|-----------------------------------|--|---|--------------------|
| | | | | Bus priority improvements to facilitate reliable, efficient and effective bus services; including infrastructure, accessibility improvements, bus shelters, & traffic management improvements | |
| 8 | Bus corridor improvements | Quality Bus Corridor improvements | Redhill/Reigate priority bus corridors | | Alison Houghton |
| 9 | Bus corridor improvements | Smart ticketing | Countywide | Contribution towards smart ticketing system | Neil McClure |
| 10 | Bus corridor improvements | Traffic signal priority | Redhill/Reigate priority bus corridors | Intelligent traffic signal priority/upgrade traffic signals surrounding Redhill & Reigate | Neil McClure |
| 11 | Bus corridor improvements | TfL RTPI link | Redhill | Real time link into TfL source data to obtain real-time bus information on TfL routes | Neil McClure |
| 12 | Bus corridor improvements | WiFi on bus | Redhill | Possible trial, or sponsorship | Neil McClure |
| 13 | Information, Travel Planning & Information | Indoor mapping and screens | Redhill West and Redhill East | Likely locations to be Belfry Centre and East Surrey College | Marc Woodall |
| 14 | Information, Travel Planning & Information | Community funding | Redhill West and Mestham | Continuing the community funding programme commenced in 1012/13, focussing in areas of deprivation. Budget includes 100k for each area, plus 5k contingency for event planning and management | Harris Vallianatos |
| 15 | Information, Travel Planning & Information | Business package delivery | Redhill & Reigate | Cost of the business package delivery for Redhill and Reigate, including eco-driver training, travel planning training, exhibitions and roadshows | Heena Pankhania |
| 16 | Information, Travel Planning & Information | Journey planner website | Borough Wide | Maintenance and phase 2 development of the new website due to be lanched April 2013 | Marc Woodall |

| | | | | | |
|----|--|--|---------------------------|--|--------------------|
| 17 | Information, Travel Planning & Information | Awareness and marketing | Borough Wide | Main promotional and campaigning budget for the Travel SMART programme in Redhill and Reigate | Marc Woodall |
| 18 | Information, Travel Planning & Information | Business Travel Forums | Redhill and Reigate | Funding for local business to use to make improvements that benefit the local economy | Heena Pankhania |
| 19 | Information, Travel Planning & Information | Community hub | Redhill West and Merstham | Growth/pump priming of community hub facilities | Harris Vallianatos |
| 20 | Information, Travel Planning & Information | Wayfinder mapping | Redhill Town Centre | Development of a new wayfinding signage system for Redhill Town Centre to include pedestrian analysis, de-cluttering audit | James Price |
| 21 | Information, Travel Planning & Information | Cycle festival | Redhill | Promotional event for cycling in Redhill | Marc Woodall |
| 22 | Information, Travel Planning & Information | Community fund development support | Redhill West and Merstham | Support for the Community funding programme in Redhill West and Merstham | Harris Vallianatos |
| 23 | Information, Travel Planning & Information | Intensive infrastructure marketing - bus | Redhill and Reigate | Improvements to information at bus stops and marketing campaign to publicise improved routes | Marc Woodall |
| 24 | Information, Travel Planning & Information | Intensive infrastructure marketing - cycle | Redhill and Reigate | Information on new cycle improvements that are made, and a publicity campaign to encourage greater usage. | Marc Woodall |
| 25 | Information, Travel Planning & Information | Cycle parking improvement fund | Redhill and Reigate | Giving local businesses, community groups, churches etc the opportunity to access funds for cycle parking improvements | Marc Woodall |
| 26 | Information, Travel Planning & Information | Monitoring and evaluation | Redhill and Reigate | Monitoring and evaluation | Marc Woodall |

| | | | | | |
|----|--|--------------------------------------|---------------------|--|--------------|
| 27 | Information, Travel Planning & Information | Walking strategy | Redhill and Reigate | Walking strategy to be developed Q1 2013 | James Price |
| 28 | Information, Travel Planning & Information | Cycle training | Borough Wide | Continuation of bikeability training for adults, families and businesses | Marc Woodall |
| 29 | Information, Travel Planning & Information | Further phase of website development | Borough Wide | Phase 2 of website development | Marc Woodall |
| 30 | Information, Travel Planning & Information | Cycle parking improvement fund | Reigate station | Cycle lockers for Reigate Station | Marc Woodall |
| 31 | Information, Travel Planning & Information | Brompton dock | Redhill Station | Brompton Dock to be installed at Redhill Station | Marc Woodall |
| 32 | | | | | |
| 33 | | | | | |
| 34 | | | | | |
| 35 | | | | | |
| 36 | | | | | |
| | Sub Total | | | | |

| Delivering service/ partner | Costs | | | Source/Detail of F | | | |
|--------------------------------|-----------------------------|-----|-------|--------------------|-----------|------------|-----------------------------|
| | Original Bid Cost of Scheme | | | LSTF | | Local | |
| | Rev | Cap | Total | Key Comp | Large Bid | S106 / CIL | Detail of planning ap |
| Engmt Tm/ Sustrans | 60 | | 60 | 60 | 0 | 0 | 0 |

| Delivering service/ partner | Costs | | | Source/Detail of F | | | |
|--------------------------------|-----------------------------|-----|-------|--------------------|-----------|------------|-----------------------------|
| | Original Bid Cost of Scheme | | | LSTF | | Local | |
| | Rev | Cap | Total | Key Comp | Large Bid | S106 / CIL | Detail of planning ap |
| WSP | 0 | 81 | 81 | | 81 | | |
| WSP | 0 | | | | | | |
| WSP | 0 | 0 | 0 | | | TBC | |
| WSP | 0 | 70 | 70 | | 70 | | |
| WSP | 0 | 20 | 20 | | 20 | | |
| WSP | 0 | 20 | 20 | | 20 | | |
| RBBC | 0 | 60 | 60 | | 60 | | |

| | | | | | | |
|---------------------|-----|----|-----|--|--|--|
| | | | | | | |
| | 0 | 80 | 80 | | | |
| | 0 | 25 | 25 | | | |
| | | 30 | 30 | | | |
| | | 25 | 25 | | | |
| | | 40 | 40 | | | |
| Trapeze/RSL | 48 | 0 | 48 | | | |
| SLLP/RBBC | 205 | 0 | 205 | | | |
| Parons Brinckerhoff | 40 | 0 | 40 | | | |
| SDG | 10 | 0 | 10 | | | |

| | | | | | | | |
|-----------------------|-----|----|-----|--|--|--|--|
| N/A | 50 | 0 | 50 | | | | |
| Parons Brinckerhoff | 50 | 50 | 100 | | | | |
| YCMA/Holistic Harmony | 100 | 70 | 170 | | | | |
| WS Atkins | 65 | 0 | 65 | | | | |
| Slick Events | 10 | 0 | 10 | | | | |
| SLLP/RBBC | 24 | 0 | 24 | | | | |
| FWT | 15 | 0 | 15 | | | | |
| FWT | 8 | 0 | 8 | | | | |
| N/A | 0 | 30 | 30 | | | | |
| University of Surrey | 10 | 0 | 10 | | | | |

| | | | | | | | |
|------------------------------|-----|-------|--------|--|---|---|--|
| N/A | 15 | 275 | 290 | | | | |
| Bikeability team | 5 | 0 | 5 | | | | |
| SDG | 10 | 0 | 10 | | | | |
| Raymond Dill RBBC | 0 | 5 | 5 | | | | |
| Paul Best - Southern Railway | 0 | 41.5 | 41.5 | | | | |
| | | | 0 | | | | |
| | | | 0 | | | | |
| | | | 0 | | | | |
| | | | 0 | | | | |
| | | | 0 | | | | |
| | 665 | 922.5 | 1136.5 | | 0 | 0 | |

| Funding | | | Progress | | | | |
|---------------------|--------------------|--------------------------|--|---------------|------------------|-----------------|--------------------------|
| Local Contributions | | | Current Progress | Spend to date | Balance of spend | Risk Factor (%) | Estimated Out-turn Spend |
| D/B | Third party/ Other | Total Local contribution | | | | | |
| 0 | | 0 | Bike IT is currently progressing well in Reigate and Banstead Borough. End of Spring Term report completed | 0 | 60 | 100 | 60 |

| Funding | | | Progress | | | | |
|---------------------|--------------------|--------------------------|---|---------------|------------------|-----------------|--------------------------|
| Local Contributions | | | Current Progress | Spend to date | Balance of spend | Risk Factor (%) | Estimated Out-turn Spend |
| District/ Boro | Third party/ Other | Total Local contribution | | | | | |
| | | | Design complete Ctte permission sought | 0 | 81 | 100 | 81 |
| | | | To be funded via S106 funding | | | 100 | 0 |
| | | | Feasibility complete - design commenced | 0 | 70 | 100 | 70 |
| | | | Feasibility underway | 0 | 20 | 100 | 20 |
| | | | Feasibility underway | 0 | 20 | 100 | 20 |
| | | | Liaising with RBBC on design | | | | |

| | | | | | | | |
|--|--|--|---|---|-----|-----|-----|
| | | | Consulation with bus operators complete - design commenced | | | | |
| | | | Project design underway | | | | |
| | | | To be integrated with Redhill Balanced Network proposals | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | 0 | 48 | 100 | 48 |
| | | | New funding programme launched April 2013. Community panls currently being set up | 0 | 205 | 100 | 205 |
| | | | Package of supporting measures launched May 2013 | 0 | 40 | 100 | 40 |
| | | | Due for launch June 2013 | 0 | 10 | 100 | 10 |

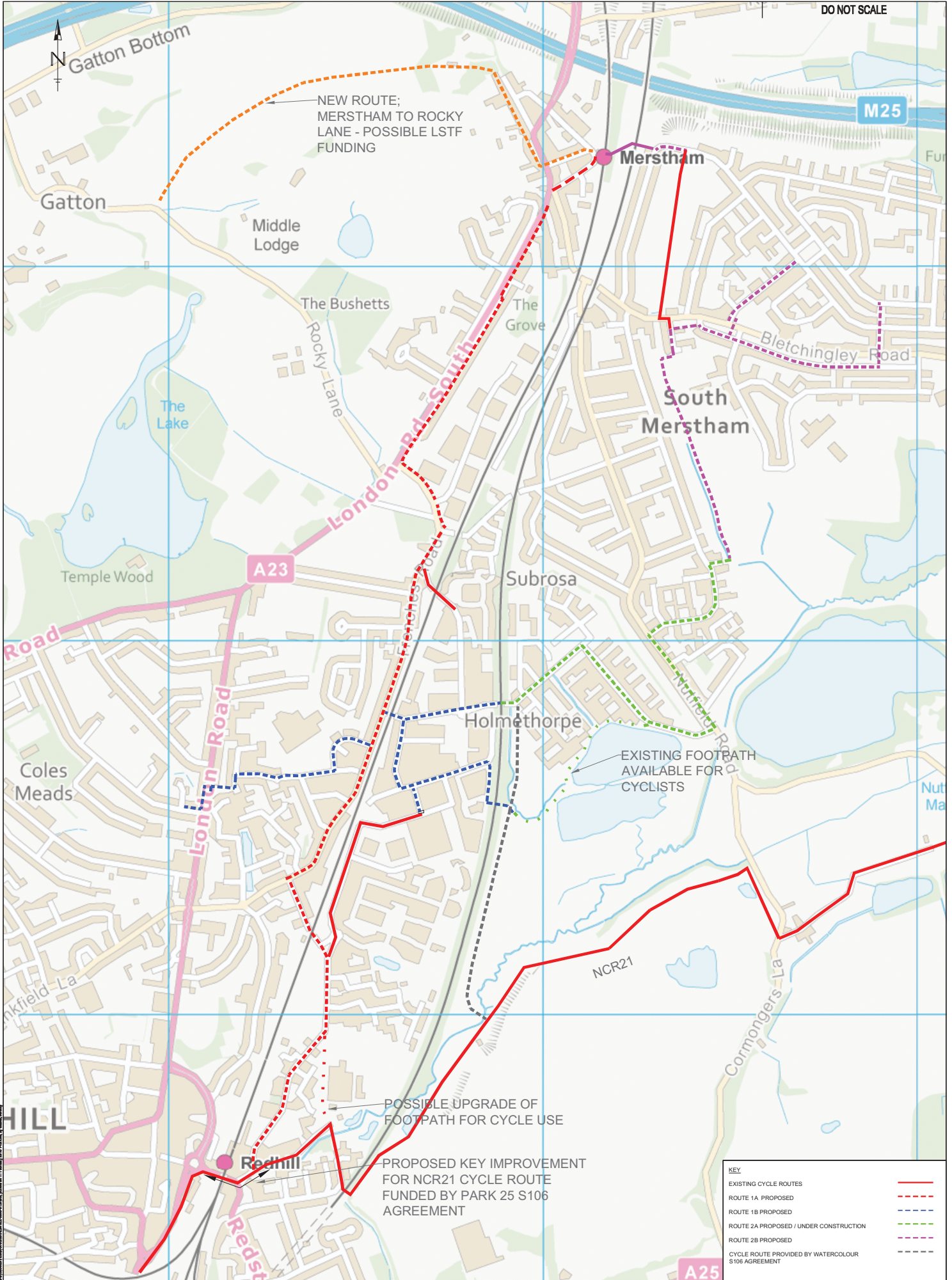
| | | | | | | | |
|--|--|--|--|---|-----|-----|-----|
| | | | Ongoing campaign | 0 | 50 | 100 | 50 |
| | | | Next round of forum meetings to be held in June 2013 | 0 | 100 | 100 | 100 |
| | | | Planned opening July 2013 | 0 | 170 | 100 | 170 |
| | | | Phase 2 began - detailed design and placement strategy | 0 | 65 | 100 | 65 |
| | | | Cycle festival will be held on 28th July 2013 | 0 | 10 | 100 | 10 |
| | | | Contract in place | 0 | 24 | 100 | 24 |
| | | | Bus stop analysis and base mapping design commenced | 0 | 15 | 100 | 15 |
| | | | Marketing will follow infrastructure delivery. | 0 | 8 | 100 | 8 |
| | | | Fund live - considerable interest already received | 0 | 30 | 100 | 30 |
| | | | Cycle counting live - employee survey under design | 0 | 10 | 100 | 10 |

| | | | | | | | |
|--|--|----------|---------------------------------|---|--------|-----|--------|
| | | | Under development | 0 | 290 | 100 | 290 |
| | | | Campaign beginning July 2013 | 0 | 5 | 100 | 5 |
| | | | To be confirmed with developers | 0 | 10 | 100 | 10 |
| | | | To be delivered in 2013 | 0 | 5 | 100 | 5 |
| | | | Feasibility underway | 0 | 41.5 | 100 | 41.5 |
| | | | | 0 | 0 | 100 | 0 |
| | | | | 0 | 0 | 100 | 0 |
| | | | | 0 | 0 | 100 | 0 |
| | | | | 0 | 0 | 100 | 0 |
| | | | | 0 | 0 | 100 | 0 |
| | | 0 | | 0 | 1136.5 | | 1136.5 |

| Deliverability/risk factor |
|-----------------------------------|
| |

| Deliverability/risk factor |
|-----------------------------------|
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NEW ROUTE;
MERSTHAM TO ROCKY
LANE - POSSIBLE LSTF
FUNDING

Merstham

South
Merstham

Subrosa

Holmethorpe

NCR21

POSSIBLE UPGRADE OF
FOOTPATH FOR CYCLE USE

PROPOSED KEY IMPROVEMENT
FOR NCR21 CYCLE ROUTE
FUNDED BY PARK 25 S106
AGREEMENT

Redhill

| KEY | |
|--|--|
| EXISTING CYCLE ROUTES | |
| ROUTE 1A PROPOSED | |
| ROUTE 1B PROPOSED | |
| ROUTE 2A PROPOSED / UNDER CONSTRUCTION | |
| ROUTE 2B PROPOSED | |
| CYCLE ROUTE PROVIDED BY WATERCOLOUR S106 AGREEMENT | |

| REV | DATE | BY | DESCRIPTION | CHK | APP |
|-----|------|----|-------------|-----|-----|
| | | | | | |
| | | | | | |

DRAFT

WSP
Building E4, Green Lane Business Park,
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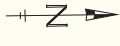
SURREY
Page 10 of 10
Surrey Council
Surrey Local Enterprise Partnership
Surrey Local Enterprise Partnership
Surrey Local Enterprise Partnership

| | |
|----------|------------------------|
| PROJECT: | REDHILL CYCLE NETWORK |
| TITLE: | ROUTES IN N.E. REDHILL |

| | | | | | |
|--------------|---------------------|--------------|--------------------|-----------|----------|
| SCALE: | AS SHOWN | DRAWN: | APA | APPROVED: | APA |
| DRAWN: | REDHILL.0000-01.DWG | DESIGNED BY: | JCL | DATE: | 11/02/13 |
| PROJECT NO.: | 10202210-870 | DRAWING NO.: | 10202210-870-1B-01 | REV.: | ### |

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PROPOSED SHARED FOOTWAY FOR
CYCLIST AND PEDESTRIANS
EXISTING CYCLE NETWORK

| REV | DATE | BY | DESCRIPTION | REV | DATE |
|-----|------|----|-------------|-----|------|
| | | | | | |
| | | | | | |

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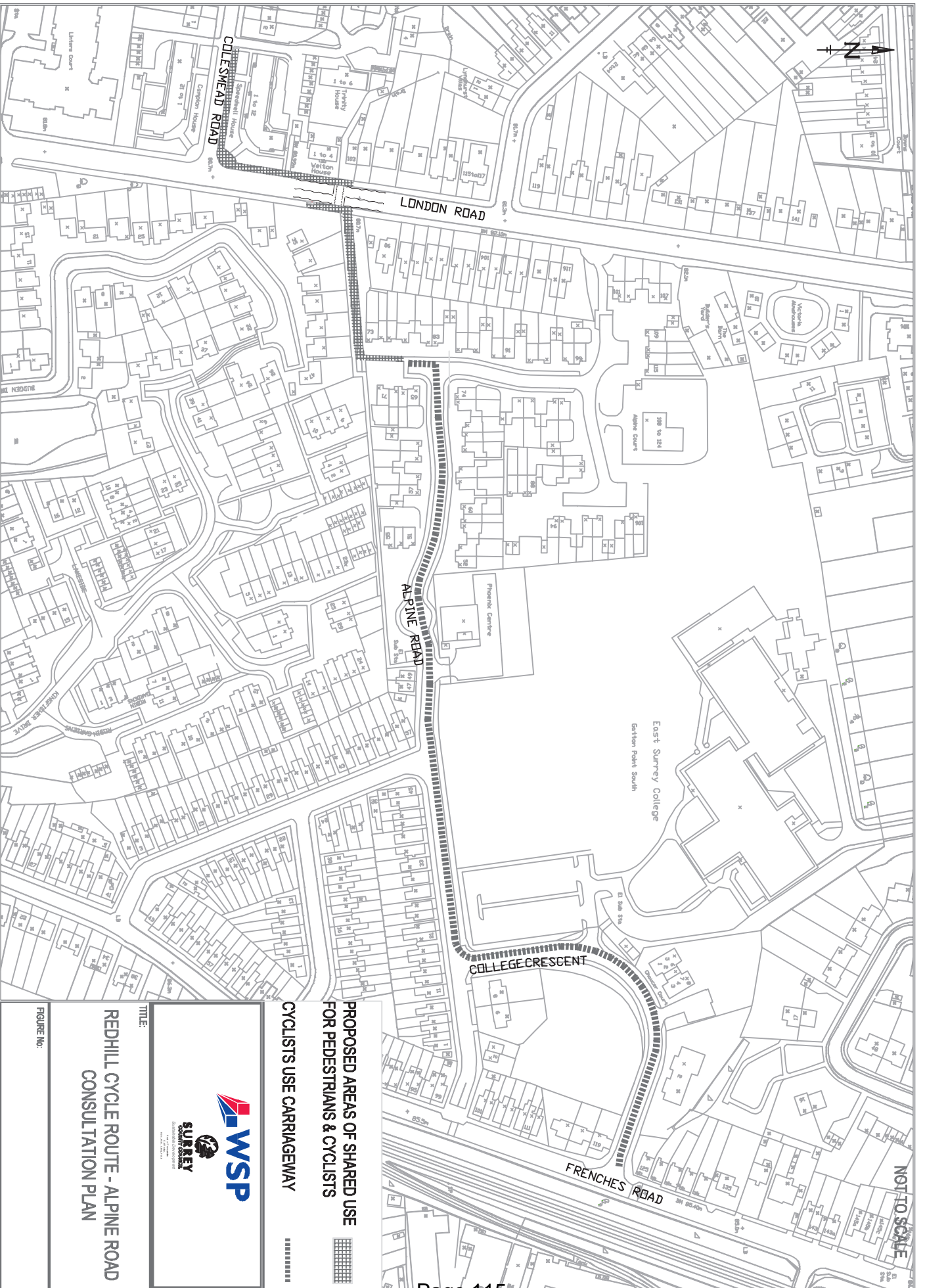
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 Sustainable Development
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 B. 16. 01253 876712

SURREY COUNTY COUNCIL
 LOCAL COMMITTEE
 ROUTE 14 (CENTRAL)

Working
 22/10/10
 REDHILL-14-0100-15
 WSP Group plc

DO NOT SCALE

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NOT TO SCALE

**PROPOSED AREAS OF SHARED USE
FOR PEDESTRIANS & CYCLISTS**

CYCLISTS USE CARRIAGEWAY



TITLE:

**REDHILL CYCLE ROUTE - ALPINE ROAD
CONSULTATION PLAN**

FIGURE NO:

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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (REIGATE & BANSTEAD)**

DATE: 17 JUNE 2013
LEAD OFFICER: JOHN LAWLOR, AREA TEAM MANAGER
SUBJECT: HIGHWAY SCHEMES UPDATE
DIVISION: ALL REIGATE & BANSTEAD DIVISIONS

**SUMMARY OF ISSUE:**

At the 4 March 2013 Local Committee, Members agreed a programme of revenue and capital highway works in Reigate and Banstead. Delegated Authority was given to enable the forward programme to be progressed without the need to bring further reports to the Local Committee for decision. This report sets out recent progress.

RECOMMENDATIONS:

The Local Committee (Reigate & Banstead) is asked to note the contents of the report.

REASONS FOR RECOMMENDATIONS:

To update the Local Committee on the progress of the highway works programme in Reigate and Banstead.

1. INTRODUCTION AND BACKGROUND:

- 1.1 In March 2013, Local Committee agreed its forward programme for both Integrated Transport Schemes (ITS) Capital Improvement Schemes and ITS Capital Maintenance Schemes. Local Committee also agreed the allocation of its revenue budget for maintenance works.
- 1.2 To allow flexibility in the delivery of the Local Committee's highways work programme, delegated authority was given so that works could be progressed without the need to bring further reports to the Local Committee for decision.
- 1.3 In addition to the Local Committee's devolved highways budget, developer contributions are used to fund, either wholly or in part, highway improvement schemes to mitigate the impact of developments on the highway network.

2. ANALYSIS:

- 2.1 **Annex 1** sets out progress on the approved programme of highway works in Reigate and Banstead. It also provides an update on schemes being progressed using developer contributions.
- 2.2 It should be noted that the Local Structural Repair (LSR) and footway schemes to be progressed using the capital ITS maintenance budget will be agreed with divisional Members once the roads to be treated under Operation Horizon have been agreed by Local Committee. The list of schemes in Annex 1 is therefore provisional and subject to change. Operation Horizon is the subject of a separate report to this meeting of the Local Committee.

3. OPTIONS:

- 3.1 Not applicable.

4. CONSULTATIONS:

- 4.1 Not applicable

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 Budgets are closely monitored throughout the financial year and monthly updates are provided to the Local Committee Chairman and Vice-Chairman. The Local Committee have put in place arrangements whereby monies can be vired between different schemes and budget headings.

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. The needs of all road users are considered as part of the design process for highway schemes.

7. LOCALISM:

- 7.1 Funding has been allocated from the revenue maintenance budget to fund the Highways Localism Initiative.

8. OTHER IMPLICATIONS:

| Area assessed: | Direct Implications: |
|--|--|
| Crime and Disorder | Set out below |
| 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 | Set out below |

8.1 Crime and Disorder implications

A well-managed highway network can contribute to reduction in crime and disorder.

8.2 Sustainability implications

The use of sustainable materials and the recycling of materials is carried out wherever possible and appropriate.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 Progress on the programme of revenue and capital highway works in Reigate and Banstead is set out in Annex 1. Local Committee is asked to note the contents of this report.

10. WHAT HAPPENS NEXT:

10.1 Delivery of the highway works programme will continue and a further update report will be presented to the next meeting of the Local Committee.

Contact Officer:

Anita Guy, Senior Engineer, South East Area Team, 03456 009 009

Consulted:

Not applicable

Annexes:

Annex 1: Summary of Progress

Sources/background papers:

- Report to Reigate and Banstead Local Committee, 4 March 2013, Highways Forward Programme 2013/14 – 2014/15 (Item 15)

| CAPITAL ITS IMPROVEMENT SCHEMES | | | |
|--|--|------------------|---------------------------------------|
| Project: A2022 Croydon Lane, Banstead | | | |
| Detail: | Pedestrian refuge and localised road widening | Division: | Banstead, Woodmansterne and Chipstead |
| Allocation: £30,050 | | | |
| Progress: Initial design was funded in 2012/13. Stats search revealed utility plant in vicinity and site investigation confirmed that BT cables will require diversion. Gas pipes were found to be below road construction depth but trial holes were carried out to investigate further. A budget estimate of £34,000 for the costs of diverting the BT cables has been provided. Construction costs are awaited. | | | |
| Project: A2044 Woodhatch Road, Redhill | | | |
| Detail: | Accident remedial measures | Division: | Earlswood and Reigate South |
| Allocation: £25,000 | | | |
| Progress: Phase 2 of works at bend south of Dunlin Close. Scheme to include improvements to existing signs and road markings, and provision of anti-skid. Awaiting estimate. | | | |
| Project: Garratts Lane/Holly Lane, Banstead | | | |
| Detail: | Safer Routes to School pedestrian improvements | Division: | Banstead, Woodmansterne and Chipstead |
| Allocation: £8,000 | | | |
| Progress: Two options have been developed for improving the pedestrian facilities at the junction of Garratts Lane/Holly Lane. Technical report to be discussed with divisional Member. | | | |
| Project: B2036 Balcombe Road, Horley | | | |
| Detail: | Footway and accessibility improvements | Division: | Horley East |
| Allocation: £45,000 | | | |
| Progress: Works priced and ordered. To be programmed. | | | |

CAPITAL ITS IMPROVEMENT SCHEMES

| | | | |
|---|----------------------------------|------------------|--------------------------------|
| Project: Vernon Walk, Tadworth | | | |
| Detail: | Footway improvements | Division: | Tadworth, Walton and Kingswood |
| Allocation: | £60,000 | | |
| Progress: Works to be priced and ordered. | | | |
| Project: Frenches Road, Redhill | | | |
| Detail: | Permanent suspension of bus gate | Division: | Redhill East |
| Allocation: | £10,000 | | |
| Progress: Traffic Regulation Order to be advertised to make suspension of bus gate permanent. Design of raised table within existing kerb build-out and removal of equipment associated with rising bollard with design team. | | | |
| Project: Small Safety Schemes | | | |
| Detail: | To be identified | Division: | All |
| Allocation: | £20,000 | | |
| Progress: | | | |
| Project: Signs and Road Markings | | | |
| Detail: | To be identified | Division: | All |
| Allocation: | £10,000 | | |
| Progress: | | | |
| Project: Stage 3 Road Safety Audits | | | |
| Detail: | To be carried out as required | Division: | All |
| Allocation: | | | |
| Progress: | | | |

CAPITAL ITS MAINTENANCE SCHEMES (PROVISIONAL)

| Project | Division | Update |
|--|-----------------------------|--|
| Long Walk, Epsom Downs | Nork and Tattenhams | Site walk through completed. To be priced |
| Maybury Close (extending into Ballards Green), Burgh Heath | Tadworth and Walton | Site walk through completed. To be priced |
| Bourne Road, Merstham | Merstham & Reigate South | Site walk through completed. To be priced |
| Redwood Mount, Reigate | Reigate | Site walk through completed. To be priced |
| Montfort Rise, Salfords | Horley West | Site walk through completed. To be priced |
| Rosemary Lane, Horley | Horley East | Site walk through completed. To be priced |
| Priory Drive, Reigate | Earlswood & Reigate South | Site walk through completed. To be priced |
| Hillfield Road, Redhill | Redhill East | Site walk through completed. To be priced |
| Linkfield Lane, Redhill | Redhill West | Site walk through completed. To be priced |
| Pound Road, Banstead | Banstead & Woodmansterne | Site walk through completed. To be priced |

POTENTIAL DEVELOPER FUNDED SCHEMES

| | | |
|---|--|--|
| Project: Bletchingley Road, Merstham | | |
| Detail: Pedestrian crossing facility improvements | Division: Merstham and Banstead South | |
| Progress: Feasibility design of measures to improve the existing zebra crossing under the railway bridge. With Design Team. | | |
| Project: A217/Smithy Lane/Buckland Road, Lower Kingswood | | |
| Detail: Junction signalisation | Division: Merstham and Banstead South | |
| Progress: Previous drawings with Design Team for assessment. | | |
| Project: Chequers Lane, Walton on the Hill | | |
| Detail: Priority give-way | Division: Tadworth, Walton and Kingswood | |
| Progress: Investigation of previous proposal to install measure to slow traffic entering the village from the west. | | |
| Project: Tadworth Street, Tadworth | | |
| Detail: Localised road widening | Division: Tadworth, Walton and Kingswood | |
| Progress: Localised road widening to provide additional traffic land on approach to A217 Brighton Road roundabout. Design work started. | | |
| Project: Outwood Lane, Chipstead | | |
| Detail: Pedestrian improvements | Division: Banstead, Woodmansterne and Chipstead | |
| Progress: Investigate improvements to existing footway on Outwood Lane between the Ramblers Rest and Hazelwood Lane. With Design Team. | | |

POTENTIAL DEVELOPER FUNDED SCHEMES

Project: A23 High Street, Merstham

Detail: Convert existing zebra to signal control

Division: Merstham and Banstead South

Progress:

Design completed, safety audit carried out. On hold until feasibility design of traffic signals at the junction of High Street/School Hill completed.

Project: Epsom Road North, Epsom Downs

Detail: Accident Remedial Scheme

Division: Nork and Tattenhams

Progress:

Scope of scheme to be agreed and design brief issued.

EXTERNALLY FUNDED SCHEMES

Project: Yew Tree Bottom Road, Epsom Downs

Detail: Provision of footway

Division: Nork and Tattenhams

Progress:

Design work funded by Adult Social Care. Detailed design of localised carriageway widening and new footway to link to existing footway in service road completed. Significant statutory undertakers plant diversion required.

Note: Information correct at time of writing (29/05/13)

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (REIGATE & BANSTEAD)**

DATE: 17 JUNE 2013
LEAD OFFICER: JOHN LAWLOR, AREA TEAM MANAGER



SUBJECT: REIGATE & BANSTEAD SPEED LIMIT ASSESSMENT
 A217 DOVERS GREEN ROAD / REIGATE ROAD

DIVISION: EARLSWOOD & REIGATE SOUTH
 HORLEY WEST, SALFORDS & SIDLOW

SUMMARY OF ISSUE:

Following a fatality on the A217 Dovers Green Road in the vicinity of the junction with Ironsbottom, the local Member for Horley West, Salfords and Sidlow requested that a speed assessment be carried out on the A217 Dovers Green Road / Reigate Road. Speed limit assessments have recently been carried out, following the process set out in Surrey's Speed Management Policy. This process identifies the 'preferred' speed limit for each road assessed and compares it to the existing speed limit. As a result of this assessment it is proposed that the existing 50mph speed limit between the 30mph terminal at Dovers Green Road and a point approximately 100m south of Ironsbottom is reduced to 40mph. The 50mph speed limit south from this point to the Reigate & Banstead boundary remains unchanged. This report seeks approval for the changes to the speed limit in accordance with Surrey's policy.

RECOMMENDATIONS:**The Local Committee (Reigate & Banstead) is asked to:**

- (i) Note the results of the speed limit assessments undertaken.
- (ii) Agree that, based upon the evidence, the speed limit between the existing 30mph terminal at Dovers Green Road and the southern boundary of Fir Tree Cottage, approximately 100m south of Ironsbottom, be reduced to 40mph;
- (iii) Agree that, based upon the evidence, the speed limit from the southern boundary of Fir Tree Cottage southward to the Reigate & Banstead Borough boundary with Mole Valley remain unchanged at 50mph;
- (iv) Authorise the advertisement of a notice in accordance with the Traffic Regulation Act 1984, the effects of which will be to implement the proposed speed limit changes and revoke any existing traffic orders necessary to implement changes, and subject to no objections received in connection with the proposals; and
- (v) Authorise delegation of authority to the Area Team Manager in consultation with the Chairman and Vice-Chairman of the Local Committee and the relevant local Divisional Members to resolve any objections received in connection with the proposals.

REASONS FOR RECOMMENDATIONS:

To enable changes to the speed limit on the A217 Dovers Green Road / Reigate Road in accordance with Surrey's speed limit policy.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Following the fatality at Sidlow Bridge on 21 February 2013, the divisional member for Horley West, Salfords & Sidlow requested that the 50mph speed limit on the A217 Dovers Green Road / Reigate Road be reduced to 40mph between Dovers Green where the speed limit changes to 30mph and the Reigate & Banstead boundary. The existing speed limits are shown in Annexe 1.
- 1.2 The section of the A217 south of the borough boundary is in the Mole Valley Area. A report has been taken to the June meeting of the Mole Valley Local Committee. The recommendation is that the speed limit on the A217 between the Reigate and Banstead / Mole Valley boundary and the A217 Reigate Road / C62 Reigate Road roundabout at Hookwood remains unchanged at 50mph. The outcome will be reported verbally to the Committee.
- 1.3 There is a proposal to install a roundabout on the A217 Reigate Road as part of the Horley North West Development. The approaches to this roundabout will be reduced to 40mph. The proposed location for this roundabout is between Moat Farm and Horseshoe Farm, approximately 1,000m north of the junction with Crutchfield Lane. This roundabout is unlikely to be constructed until 2015 at the earliest as the developers have not yet signed the relevant agreement.

2. ANALYSIS:

- 2.1 Surrey's policy for determining speed limits was updated in November 2010. A 4 step approach was adopted.
- 2.2 Step 1 - Determining the length of road or roads to be assessed; giving consideration to start and end points, and road features.
- 2.3 Step 2 – Determining the preferred speed limit. Each road is considered under its respective location category: urban or rural. The road is then assessed against a number of pre-determined factors and definitions – a formulaic hierarchy – to determine the preferred speed limit.
- 2.4 There have been a number of personal injury collisions on the 2.4 mile section of road under investigation. The following table summarises the number and severity of the collisions over the 3 year period January 2010 to January 2013. These accidents were evenly distributed along the length of the road apart from a minor cluster at the junction with Ironsbottom. It should be noted that there was a further collision near the junction with Ironsbottom in February 2013. This collision resulted in the death of a motorcyclist and is still the subject of a police investigation.

| Location | Slight | Serious | Fatal | Total |
|---------------------------------------|--------|---------|-------|-------|
| A217 Dovers Green Road / Reigate Road | 12 | 2 | 0 | 14 |

2.5 In the three years of accident records investigated in only 1 (7%) of the 14 recorded accidents was excessive speed considered a contributory factor. In this case five other factors were also considered to be contributory.

2.6 A217 Dovers Green Road / Reigate Road is currently subject to a speed limit of 50mph. The road character has been assessed as rural due to the absence of street lighting. The preferred speed limit is 50mph.

2.7 Step 3 of the policy is the comparison of the preferred limit to existing speeds. This determines whether drivers are likely to comply with the 'preferred limit'. Where existing speeds are at, close to, or below, the preferred limit then changes would be considered appropriate. Where existing speeds are significantly above the 'preferred limit' then either an appropriate higher limit is recommended, the existing limit retained, or speed management measures are introduced to achieve speeds closer to the preferred limit. It is essential therefore, that Step 3 of this process is conducted in close discussion with the Police so that collective agreement can be reached on the implications of the 'preferred limit'.

2.8 Speed surveys were carried out at 4 locations on the A217 Dovers Green Road / Reigate Road. The locations of the speed surveys are shown in **Annex 1**.

2.9 The following table indicates the 'preferred limits' following assessment and compares these with the current limits and the new limits requested by the divisional member for Horley West, Salfords & Sidlow.

| Location of speed survey | Current limit | Requested limit | 'Preferred limit' | Measured mean speeds | | Proposed limit |
|--------------------------|---------------|-----------------|-------------------|----------------------|------------|----------------|
| | | | | Northbound | Southbound | |
| Ironsbottom | 50mph | 40mph | 50mph | 41mph | 41mph | 40mph |
| Fontigarry Farm | 50mph | 40mph | 50mph | 48mph | 48mph | 50mph |
| Crutchfield Cottages | 50mph | 40mph | 50mph | 45mph | 48mph | 50mph |
| Crutchfield Lane | 50mph | 40mph | 50mph | 46mph | 44mph | 50mph |

2.10 Members are reminded that in exceptional circumstances the Local Committee may like to proceed with a change to a speed limit, against officer advice, and in this instance the final decision would be taken by the Surrey County Council Cabinet Member for Transport, Highways and Environment. Members may also be invited to undertake a site visit to inform their decision. Speeds, the casualty record and safety concerns would have to be reviewed after 12 months and in the event of the new speed limit being ineffective, the policy recommends that remedial action be considered. This review may be needed earlier if there are extenuating circumstances that warrant prompt action.

3. OPTIONS:

3.1 OPTION 1

Reduce the speed limit between the existing 30mph terminal at Dovers Green and approximately 100m south of Irons Bottom from 50mph to 40mph. The speed limit between this point and the Reigate & Banstead boundary remains unchanged at 50mph.

3.2 OPTION 2

Reduce the speed limit between the existing 30mph terminal at Dovers Green and approximately 100m south of Irons Bottom from 50mph to 40mph. Request that the County Council Member for Transport & Environment takes the decision to change the speed limit between the point approximately 100m south of Ironsbottom and the Reigate & Banstead boundary from 50mph to 40mph.

3.3 OPTION 3

The speed limit between the existing 30mph terminal at Dovers Green and the Reigate & Banstead boundary remains unchanged at 50mph.

4. CONSULTATIONS:

4.1 Consultation has been carried out with Surrey Police.

4.2 The Police support the reduction of the speed limit to 40mph between the 30mph terminal at Dovers Green and the point approximately 100m south of Ironsbottom

4.3 The Police do not support the reduction of the speed limit to 40mph from the point approximately 100m south of Ironsbottom to the Reigate & Banstead boundary for a number of reasons.

- They state that there is little evidence that the road suffers from a collision problem that would be assisted by a reduced speed limit.
- They consider that reducing the speed limit is unlikely to reduce speeds without a either considerable enforcement presence, or engineering solutions which are not proposed.
- They consider that if the speed were reduced there would be an unrealistic expectation that the Police would enforce the limit. It would not be deemed a priority as part of their casualty reduction aims and there is a lack of suitable enforcement sites so that enforcement would be unlikely to occur.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 The cost of changing any speed limit includes legal advertisement costs associated with the statutory process, together with the costs of design and implementation.

5.2 The cost of changing the speed limit from 50mph to 40mph between Dovers Green and a point approximately 100m south of Ironsbottom would be in the region of £5,000.

5.3 If the Local Committee requests that the Cabinet Member for Transport, Highways and Environment takes the decision to change the speed limit between the point approximately 100m south of Ironsbottom and the Reigate & Banstead boundary to 40mph, and if the speed limit is changed to 40mph the additional costs will be in the region of £5,000.

5.4 If it is possible to identify funding from external sources eg developers to fund this speed limit change then this will be done. If this is not possible then this speed limit change will be funded from the Integrated Transport Scheme allocation from small safety schemes.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 The Highway Service is mindful of its needs within this area attempts to treat all users of the public highway with equality and understanding.

7. LOCALISM:

7.1 The Highway Service is mindful of the localism agenda, and the wishes of the local community have been taken into account when writing this report.

8. OTHER IMPLICATIONS:

| Area assessed: | Direct Implications: |
|--|--|
| 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 |

8.1 Crime and Disorder implications

A well-managed highway network can reduce fear of crime and allow the Police greater opportunity to enforce speed controls.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 This report sets out the speed limit assessment conducted and how the 'preferred limits' have been obtained. It is recommended that Option 1 is implemented, in accordance with Surrey's Speed Limit Policy, as below:

- (i) A217 Dovers Green Road / Reigate Road - from the existing 30mph terminal at Dovers Green to the southern boundary of Fir Tree Cottage, Ironsbottom, approximately 100m south of the junction with Ironsbottom the speed limit be reduced to 40mph.
- (ii) A217 Dovers Green Road / Reigate Road – from the southern boundary of Fir Tree Cottage to the Reigate & Banstead Borough boundary with Mole Valley the speed limit remain unchanged at 50mph.

9.2 Recommendations have been made based upon existing policy, in consultation with Surrey Police.

10. WHAT HAPPENS NEXT:

10.1 The proposal to make a Speed Limit Order is advertised in the local press, and following the making of the Order, the contractor is instructed to install the necessary signing. The earliest likely date that the signing would be implemented, subject to Committee approving the recommendations, is February 2014.

Contact Officer:

Philippa Gates, Assistant Highway Engineer, 03456 009 009

Consulted:

Surrey Police

Annexes:

Annex 1 - Plan showing Speed Limit Proposals

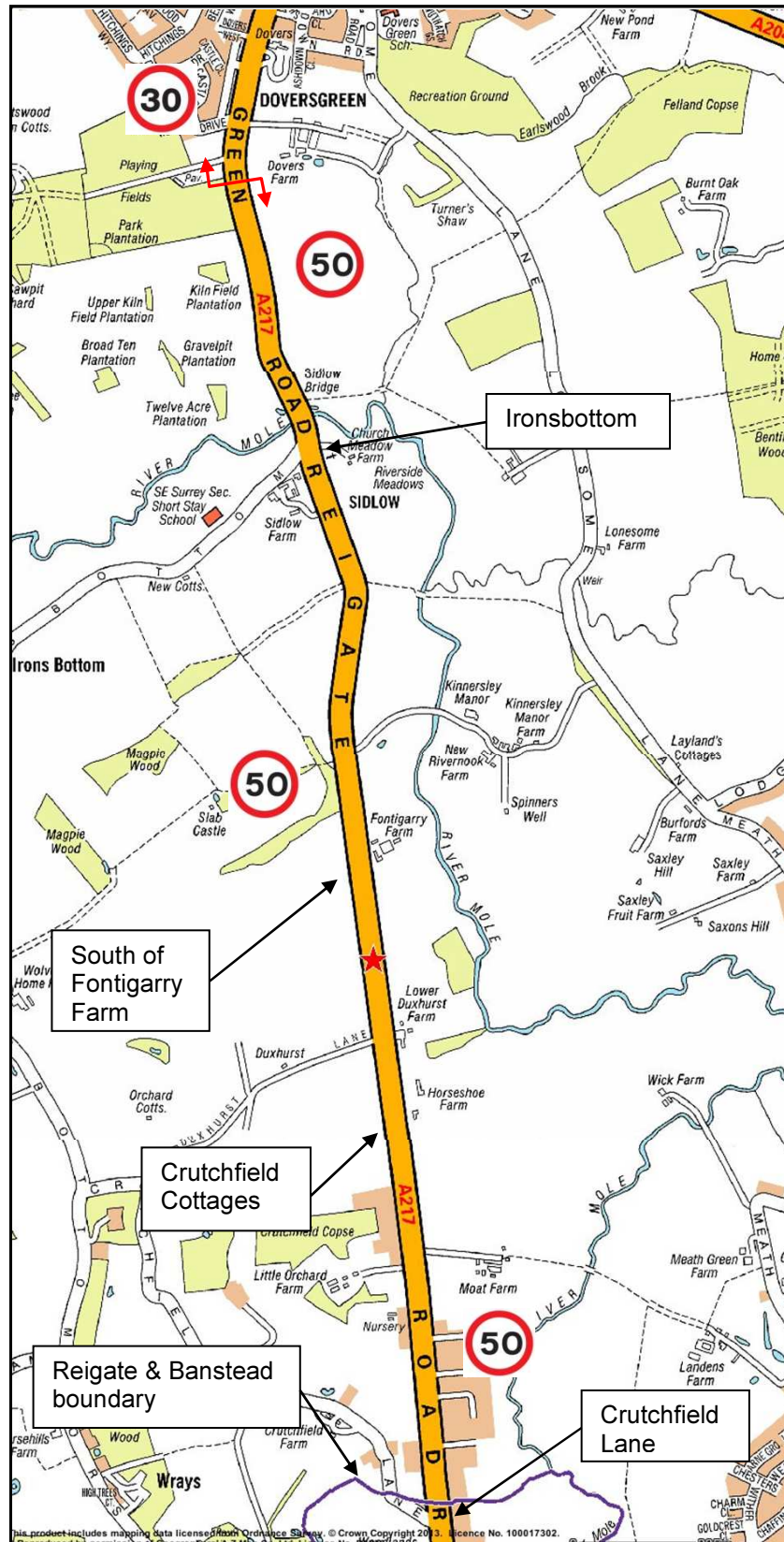
Annex 2 – Plan showing Speed Survey Locations

Sources/background papers:

- Data from speed assessments carried out during May 2013 at four locations on the A217 Dovers Green Road / Reigate Road.
- Surrey County Council Speed Management Policy (October 2009)
- Surrey County Council Speed Limit Policy (November 2010).

Annex 1

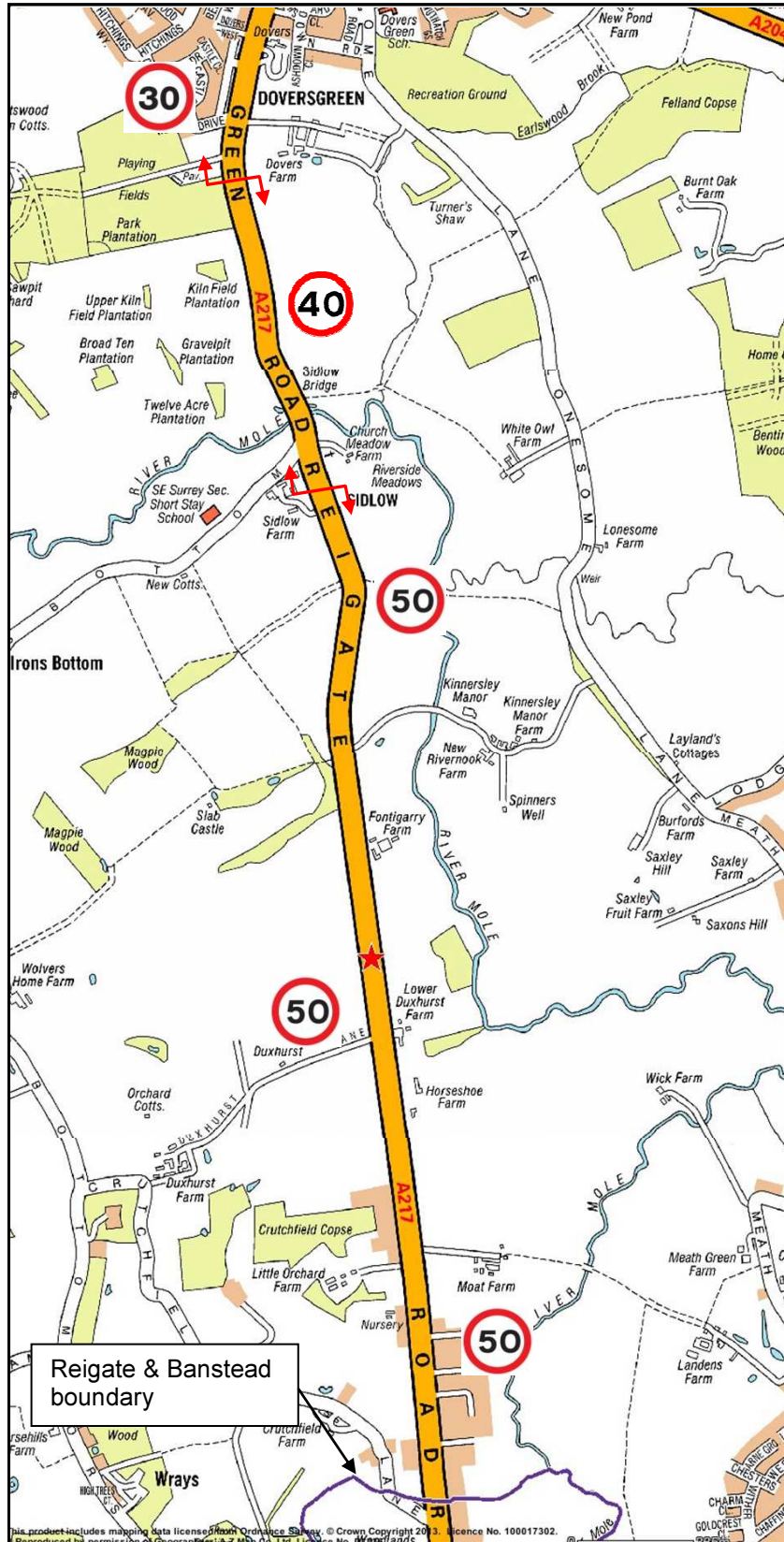
A217 Reigate Road/Dovers Green Road Existing Speed Limits & Survey Locations



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Annex 2

A217 Reigate Road/Dovers Green Road
Proposed Speed Limits



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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 17 JUNE 2013

LEAD OFFICER: JOHN LAWLOR, AREA TEAM MANAGER

**SUBJECT: YEW TREE BOTTOM ROAD, EPSOM DOWNS
- PROPOSED FOOTWAY**

DIVISION: NORK AND TATTENHAMS



SUMMARY OF ISSUE:

Adult Social Care is promoting the construction of a new length of footway in Yew Tree Bottom Road to link to the existing footway. The scheme would require localised realignment of the carriageway. The footway would enable their service users to safely access the existing footway network. To facilitate early construction of this scheme, the Local Committee is asked to approve the new length of footway in Yew Tree Bottom Road, subject to a commitment from Adult Social Care to fund the works in full.

RECOMMENDATIONS:

The Local Committee (Reigate & Banstead) is asked to:

- (i) Approve the proposed new length of footway outside nos. 9, 11 and 11A Yew Tree Bottom Road and associated realignment of the carriageway, subject to funding in full by Adult Social Care and consultation with those residents directly affected by the scheme.

REASONS FOR RECOMMENDATIONS:

To provide a safe link to the existing footway network for the residents living in Adult Social Care accommodation in Yew Tree Bottom Road.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Adult Social Care purchased a property in Yew Tree Bottom Road in 2011 to provide permanent residential accommodation for service users, as shown on the location plan in **Annex 1**. There is no footway outside the property although there is a footway and wide verge on the opposite side of the road. In response to a request from Adult Social Care, a link was provided in the grass verge opposite to allow the residents to cross from the driveway of the property to the opposite footway. This was funded by Adult Social Care.

1.2 The residents' relatives have subsequently expressed serious concerns about the safety of the residents crossing Yew Tree Bottom Road, due to traffic speeds and volumes. Adult Social Care have funded the design of a scheme to introduce a short length of footway to provide a link to the west of the property.

2. ANALYSIS:

- 2.1 **Annex 2** shows the proposed footway outside nos. 9, 11 and 11A in Yew Tree Bottom Road. The scheme will require localised road widening into the existing verge opposite the property to enable realignment of the carriageway.
- 2.2 There is also statutory undertakers' equipment located in the verge, some of which will require diversion. Virgin Media have indicated that their equipment will be affected and need to be diverted. The gas company has a high pressure pipe in the grass verge and there are concerns regarding the proximity of the works to the pipe.
- 2.3 Adult Social Care is seeking to implement the proposed footway scheme at the earliest opportunity. Surrey Highways is still awaiting confirmation from Adult Social Care of their commitment to fully fund the scheme. The approval of the scheme is being sought from Reigate and Banstead Local Committee in advance of receiving this commitment to avoid delay to the commencement of works once the funding is in place. No further work on this scheme will be carried out if that funding commitment is not forthcoming.

3. OPTIONS:

- 3.1 Option 1: Provide a new section of footway and associated carriageway realignment, as shown in Annex 2, to provide a link to the existing footway west of the property owned by Adult Social Care, subject to funding by Adult Social Care.
- 3.2 Option 2: Do nothing

4. CONSULTATIONS:

- 4.1 The proposed footway has been the subject of Road Safety Audit. The issues raised in the audit report have been incorporated into the detailed design.
- 4.2 The residents of the properties in Yew Tree Bottom Road directly affected by the proposed footway will be consulted on the scheme.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 An indicative cost of construction of the proposed footway and associated carriageway realignment has been estimated at £55,000. Initial costs of the diversion of statutory undertakers' plan is £21,500. Both of these estimates are subject to change. There will be additional costs associated with carrying out trial holes, site supervision and Stage 3 (post construction) Road Safety Audit. The total cost of the scheme is currently estimated as £78,500.

5.2 Officers are awaiting confirmation from Adult Social Care that they have the funding committed to enable this scheme to proceed. There will be no direct impact on Reigate and Banstead Local Committee's devolved budget.

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. The proposed footway in Yew Tree Bottom Road will provide for the needs of adults being cared for in the community.

7. LOCALISM:

7.1 The Highway Service is mindful of the localism agenda and engages with the local community as appropriate before proceeding with the construction of any highway scheme.

8. OTHER IMPLICATIONS:

| Area assessed: | Direct Implications: |
|--|--|
| Crime and Disorder | Set out below |
| 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 | No significant implications arising from this report |

8.1 Crime and Disorder implications

A well-managed highway network can contribute to reduction in crime and disorder.

8.2 Sustainability implications

The use of sustainable materials and the recycling of materials is carried out wherever possible and appropriate.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 Adult Social Care is promoting the construction of a new length of footway in Yew Tree Bottom Road to link to the existing footway. To facilitate early construction of this scheme, the Local Committee is asked to approve the new length of footway and associated carriageway widening in Yew Tree Bottom Road, subject to a commitment from Adult Social Care to fund the works in full and consultation with residents directly affected by the scheme.

10. WHAT HAPPENS NEXT:

10.1 Once the necessary funding commitment has been given to Surrey Highways, residents directly affected by the scheme will be consulted and delivery of the scheme programmed. No further work will take place if this funding commitment is not forthcoming

Contact Officer:

Anita Guy, Senior Engineer, South East Area Team, 03456 009 009

Consulted:

Road Safety Team

Annexes:

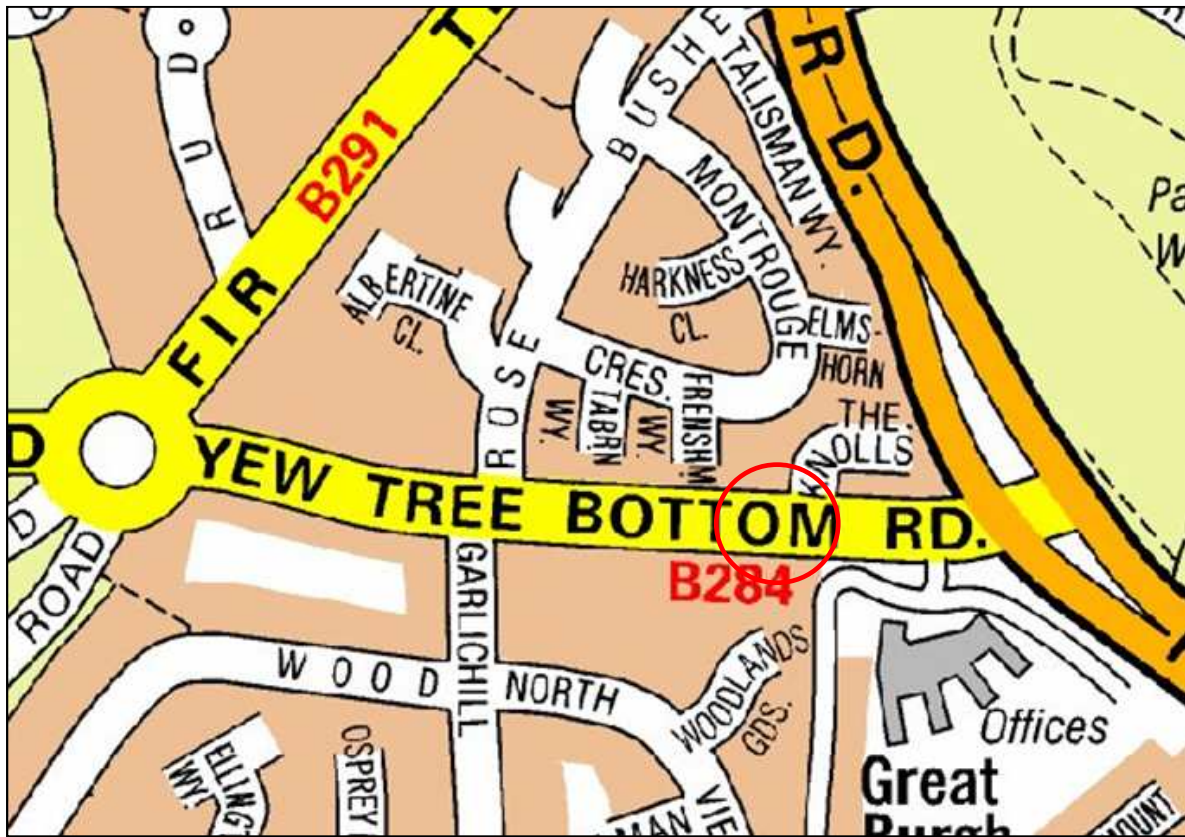
Annex 1: Location Plan

Annex 2: Scheme Drawing

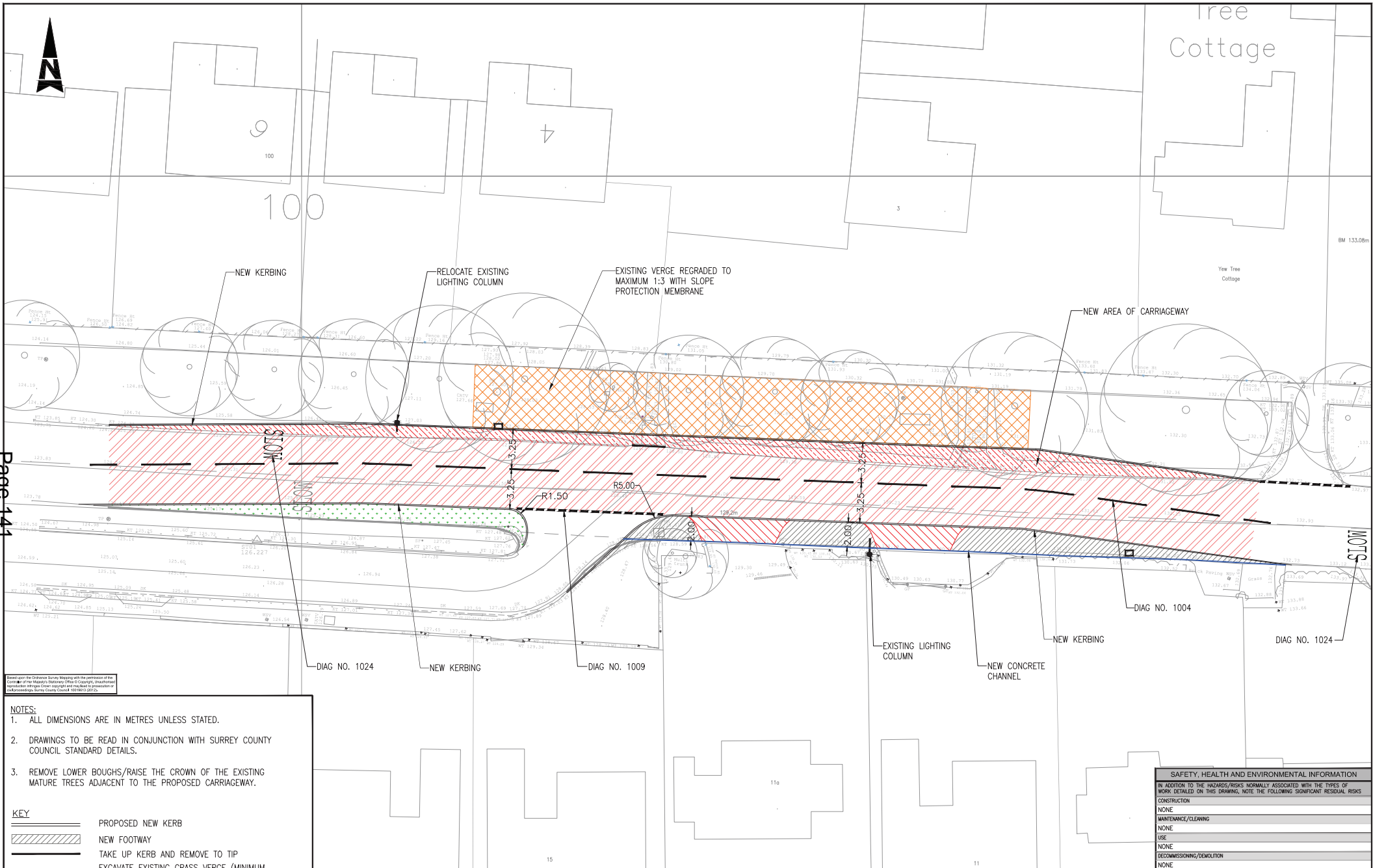
Sources/background papers:

- Stage 1/2 Road Safety Audit Reports
-

Location Plan



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Based upon the Ordnance Survey Map(s) of the area shown on this drawing. The copyright in this map remains the property of the Ordnance Survey. All other rights reserved. Ordnance Survey Licence No: 100039130. This document is the property of Atkins Limited. It is to be used for the project and site only. It is not to be distributed, copied or reproduced in any form without the prior written consent of Atkins Limited.

- NOTES:**
- ALL DIMENSIONS ARE IN METRES UNLESS STATED.
 - DRAWINGS TO BE READ IN CONJUNCTION WITH SURREY COUNTY COUNCIL STANDARD DETAILS.
 - REMOVE LOWER BOUGHS/RAISE THE CROWN OF THE EXISTING MATURE TREES ADJACENT TO THE PROPOSED CARRIAGEWAY.

KEY

| | |
|--|--|
| | PROPOSED NEW KERB |
| | NEW FOOTWAY |
| | TAKE UP KERB AND REMOVE TO TIP |
| | EXCAVATE EXISTING GRASS VERGE (MINIMUM DEPTH 300mm) BELOW EXISTING CARRIAGEWAY |
| | PROPOSED NEW GRASS VERGE |
| | EXISTING VERGE REGRADED |
| | VEHICLE CROSSOVER (REFER TO SURREY COUNTY COUNCIL STANDARD DETAIL NUMBER 1000/7) |
| | AREA OF CARRIAGEWAY TO BE RESURFACED (PROVISIONAL) |

| Stat | Purpose of Issue | Date | Auth | Rev | Description | By | Date | CHK'd | Auth |
|------|------------------|----------|------|-----|-------------|----|------|-------|------|
| B | KERBING CHANGES | 30/04/13 | BB | WJD | | | | | |
| A | ORIGINAL ISSUE | 25/03/13 | BB | WJD | | | | | |
| D | DETAILED DESIGN | 25/03/13 | WJD | | | | | | |

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Client

 Project
**SURREY COUNTY COUNCIL
 MINOR HIGHWAYS IMPROVEMENTS
 YEW TREE BOTTOM**

| SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION | | | | |
|--|--|----------------------|---------------|-------------------|
| IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILLED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS | | | | |
| CONSTRUCTION | | | | |
| NONE | | | | |
| MAINTENANCE/CLEANING | | | | |
| NONE | | | | |
| USE | | | | |
| NONE | | | | |
| DECOMMISSIONING/DEMOLITION | | | | |
| NONE | | | | |
| Title YEW TREE BOTTOM DETAILED DESIGN GENERAL ARRANGEMENT | | | | |
| Sheet Size A2 | Original Scale 1:200 | Designed/Drawn PM | Checked BB | Authorised WJD |
| Status D | Drawing Number 5116152/TP/GA/01/001 | Date 05/12/12 | Date | Rev B |

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 17 JUNE 2013

LEAD OFFICER: SARAH QUINN, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER

SUBJECT: COMMUNITY SAFETY IN REIGATE AND BANSTEAD 2013-14

DIVISION: ALL REIGATE & BANSTEAD DIVISIONS

**SUMMARY OF ISSUE:**

Surrey County Council is a statutory partner on the Reigate and Banstead Community Safety Partnership (CSP). The Local Committee has been delegated £3,226 to support the work of the CSP in 2013-14. The Committee is asked to agree that the Community Partnership Manager manages and authorises expenditure from the budget delegated to the Local Committee in accordance with the Local Committee's decision, according to the Community Safety Strategy priorities.

RECOMMENDATIONS:**The Local Committee (Reigate & Banstead) is asked to:**

- (i) Note the Reigate and Banstead CSP's priorities for 2013-14.
- (ii) Nominate a County Councillor to represent the Local Committee on the CSP in 2013-14, plus a deputy.
- (iii) Agree that the community safety budget of £3,226 that has been delegated to the Local Committee be transferred to the CSP.
- (iv) Agree that the Community Partnerships Manager manages and authorises expenditure from the budget delegated to the Local Committee in accordance with (iii) above.

REASONS FOR RECOMMENDATIONS:

Surrey County Council is a Responsible Authority on the CSP and has a responsibility to be represented at its meetings. Contributing delegated funding will help to ensure that the CSP has a sufficient budget to fund projects aimed at reducing crime and anti-social behaviour.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Local Committee has delegated authority over a small budget of £3,226 of Surrey County Council funding. The purpose of this funding is to address local areas of concern in relation to community safety.
- 1.2 The Reigate and Banstead Community Safety Partnership (CSP) consists of a number of Responsible Authorities (including Surrey County Council, Surrey Police and Reigate and Banstead Borough Council) together with representatives from key co-operating bodies such as Surrey Fire and Rescue Service and Raven Housing Trust.
- 1.3 The CSP Plan sets out the partnership's priorities for the year ahead. These are set out in Section 2 below. The full plan is attached as **Annex 1**.
- 1.4 A Surrey County Council Member is appointed to represent the Local Committee on the CSP in order to contribute to the debates and influence decisions which will affect local residents in Reigate and Banstead, and to report back to the Local Committee at regular intervals to keep committee Members fully informed of progress. A deputy is appointed in the event that the representative is unable to attend a meeting.
- 1.5 Decisions on Community Safety funding are an Executive Function of the Local Committee as set out in Paragraph 7.2(b)(ii) of Part 3 of the Council's Constitution.

2. ANALYSIS:

- 2.1 The Reigate and Banstead CSP is required under the Police and Justice Act 2006 to produce an annual Community Safety Plan demonstrating how its members will work together to tackle key crime and disorder priorities for the year ahead. These priorities have been identified by analysing data provided by partner organisations and feedback from local residents
- 2.2 The following priorities have been agreed for 2013-14:
 - Reducing Anti-Social Behaviour (also a County-wide priority)
 - Tackling Substance Misuse (also a County-wide priority)
 - Reducing Serious Acquisitive Crime (Burglary is a County-wide priority)
 - Tackling Domestic Abuse (also a County-wide priority)
- 2.3 Agencies which are part of the CSP contribute ring-fenced funds aimed at addressing the annual targets. Surrey County Council contributes to the provision of Domestic Abuse outreach work via a budget held by the central Community Safety Team, as well as the delegated funding which the Local Committee is being asked to agree.
- 2.4 This budget has been used in the past to fund a number of specially trained staff and a range of initiatives to tackle anti-social behaviour and low level crime. Examples from recent years include the provision of a Youth Cafe in Redhill town centre, "prevent and deter" work with young people and funding for the Redhill Youth Club. Other examples of previous uses of the funding include the purchase of SelectaDNA property marking kits which can be used

to link property to a specific address or vehicle by registering it on a national database. If stolen property is then seized, it can be traced back to the owner. Similar kits have been purchased for cycle marking. A further example of CSP-funded equipment is body-worn CCTV cameras. These small, highly visible cameras are worn by police officers patrolling anti-social behaviour hotspots. Recordings can be used as evidence, but the presence of the cameras helps to deter those committing anti-social behaviour and can de-escalate potentially serious situations.

3. OPTIONS:

- 3.1 The Local Committee has an influencing and monitoring role on the work of the CSP. Members can further the work of the CSP by nominating a County Councillor (and deputy) who will effectively represent the best interest of the County and of the local residents of Reigate and Banstead.
- 3.2 By delegating its Community Safety budget to the CSP, the Local Committee can contribute to the success of the CSP in reducing crime and anti-social behaviour in Reigate and Banstead by funding projects aimed at delivering against the locally identified community safety priorities.

4. CONSULTATIONS:

- 4.1 The CSP includes representatives of local partner organisations working in Reigate and Banstead, and has been consulted on and agreed the priorities for 2013-14.
- 4.2 On 27 March 2013, Reigate and Banstead Borough Council's Overview and Scrutiny Committee scrutinised the CSP Plan. Members of the Local Committee were invited to attend this meeting.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The amount of delegated funding is £3,226. Expenditure from the CSP's fund is agreed by the members of the partnership and all bidders must provide detailed information about the purpose and aims of the proposed project and timescales. Decisions are taken with particular attention to value for money, and bids may be refused or further information sought if this is not evident.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 This report does not have any direct equalities and diversity implications, but any future consultation with local communities will consider how to engage with hard to reach and minority groups within the community.
- 6.2 Successfully tackling crime and anti-social behaviour is of benefit to the entire community.

7. LOCALISM:

- 7.1 If agreed, the recommendations will benefit all residents and businesses in Reigate and Banstead by helping to reduce crime and anti-social behaviour in the borough.

8. OTHER IMPLICATIONS:

| Area assessed: | Direct Implications: |
|--|---|
| Crime and Disorder | Set out below. |
| 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. |

8.1 Crime and Disorder implications

By contributing delegated funding to the CSP and ensuring that the Local Committee is represented on the partnership, the Local Committee will contribute to the success of the CSP in addressing its priorities for 2013-14 and help to reduce crime and disorder in the borough of Reigate and Banstead.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 Surrey County Council is a Responsible Authority on the CSP and has a responsibility to be represented at its meetings.

- 9.2 Contributing delegated funding will help to ensure that the CSP has a sufficient budget to fund projects aimed at reducing crime and anti-social behaviour.

- 9.3 The Local Committee (Reigate and Banstead) is asked to:

- (i) Note the Reigate and Banstead CSP's priorities for 2013-14.
- (ii) Nominate a County Councillor to represent the Local Committee on the CSP in 2013-14, plus a deputy.
- (iii) Agree that the community safety budget of £3,226 that has been delegated to the Local Committee be transferred to the CSP.
- (iv) Agree that the Community Partnerships Manager manages and authorises expenditure from the budget delegated to the Local Committee in accordance with (iii) above.

10. WHAT HAPPENS NEXT:

10.1 The Surrey County Council Member representative will attend the CSP meetings, support and enable County involvement on the CSP's priorities and targets, and provide feedback to the Local Committee on a regular basis.

Contact Officer:

Sarah Quinn, Community Partnership and Committee Officer, 01737 737695

Consulted:

See Section 4 above.

Annexes:

Annex 1 – Reigate and Banstead Community Safety Plan 2013-14.

Sources/background papers:

- Reigate & Banstead CSP Constitution
-

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**REIGATE AND BANSTEAD
COMMUNITY SAFETY
PARTNERSHIP
PLAN
2013 TO 2014**

For further information contact:

Debbie Stitt

Community Safety Manager

Reigate and Banstead Borough Council

01737 276305

debbie.stitt@reigate-banstead.gov.uk

EXECUTIVE SUMMARY

Reigate and Banstead Community Safety Partnership¹ (formerly known as the Crime and Disorder Reduction Partnership) is required² to produce an annual Community Safety Plan showing how its members will work together to tackle key crime and disorder priorities in the coming year.

These priorities have been identified by analysis of data from partners and feedback from local residents, through a process known as the Strategic Assessment. The following priorities have been identified for 2013-14:

- 1. REDUCING ANTISOCIAL BEHAVIOUR** *(with an increased focus on victims).*
- 2. TACKLING SUBSTANCE MISUSE** *(Alcohol and drugs)*
- 3. REDUCING SERIOUS ACQUISITIVE CRIME** *(Domestic Burglary, Vehicle crime)*
- 4. TACKLING DOMESTIC ABUSE**

The Community Safety Partnership (CSP) is also required to show what progress it achieved against its priorities for the previous year. This plan covers both requirements and is a public document, available on Reigate and Banstead Borough Council's website <http://www.reigate-banstead.gov.uk>

Crime and antisocial behaviour are key concerns for local residents. The 2011 RBBC Resident Survey showed that 58% of local people feel the level of crime is the most important thing in making somewhere a good place to live. Reassuringly, nine in ten residents (90%) state that they feel safe in their local area during the day and even after dark, the majority continue to feel safe.

Some of the priorities identified for 2013-2014 are continuing issues from last year that need a longer term focus to achieve the desired outcomes. Where this is the case, actions and progress from the previous year are also listed. Each priority has an Action Plan delivered through multi-agency working groups which are named under each section. More details of each group can be seen at the end of the document in **Appendix A**.

¹ Comprised of Reigate and Banstead Borough Council, Surrey Police, Surrey County Council, Surrey Fire and Rescue Service, Surrey and Sussex Probation Trust, NHS Surrey (Clinical Commissioning Groups from 1st April 2013) Raven Housing Trust and a voluntary sector representative.

² Under the Police and Justice Act 2006

1. OVERVIEW OF COMMUNITY SAFETY

- Reigate and Banstead Community Safety Partnership (CSP) is a statutory body attended by a number of required partners known as “responsible authorities”: Reigate & Banstead Borough Council, Surrey Police, Surrey County Council, Surrey & Sussex Probation Trust, Surrey Fire and Rescue Service, and Surrey NHS (Clinical Commissioning Groups from April 2013). Raven Housing Trust and a voluntary sector representative attend as invitees.
- The CSP meets on a quarterly basis to review progress against its priorities for the year, to address any strategic blockages in delivery, to ensure partnership resources, including any funding, are targeted in the most effective way, and to comply with emerging legislation e.g. Domestic Homicide Reviews³.
- The election of the Police and Crime Commissioner (PCC) in November 2012 led to additional legislation relating to CSPs. There is a mutual statutory duty⁴ for the PCC and CSPs to co-operate to reduce crime, disorder and re-offending. A PCC also has the ability to require CSP chairs to meet with him to discuss strategic priorities and other force-wide issues, and can hold to account any CSP not delivering its requirements to reduce crime and disorder. PCCs do not have the power to enforce mergers of partnerships, but can approve them if a request is formally submitted.⁵
- Surrey’s elected Police and Crime Commissioner is Kevin Hurley.
- The CSP is required to produce and publish an annual Community Safety Plan to show how it will focus on key areas of crime and disorder in the coming year. These priorities are identified through analysing a wide range of data through a process known as an annual “Strategic Assessment”. This information includes police crime and antisocial behaviour statistics, victim profiles, environmental issues (such as graffiti, abandoned vehicles and dog fouling), truancy, road accidents, arson, resident satisfaction and confidence surveys, amongst others. (*Section 2*)
- The plan is also required to include progress against the previous year’s priorities and targets. (*Section 3*)

³ Since 2012, CSPs are required to establish reviews for murders related to domestic abuse.

⁴ Police Reform and Social Responsibility Act 2011

⁵ Previously a Home Office power

2. CSP PRIORITIES FOR 2013-14

2.1 LOCAL PRIORITIES

The strategic assessment process identified the following key local priorities for the coming year: Details for the selection is presented later in Section 3 of this document. Robust targets have been set against each one:

| LOCAL PRIORITY | 2013-14 TARGETS |
|--|--|
| <p style="text-align: center;">1. REDUCING ANTISOCIAL BEHAVIOUR</p> <p style="text-align: center;">- with an increased focus on victims</p> <p>DELIVERY: CIAG, Short-life JAGs, Borough CSP Working Group</p> | <p>1i) 10% reduction in ASB compared to 2012-13.</p> <p>1ii) Ensure CSP Partners are trained to use the new ASB tools when enacted</p> <p>1iii) Contribute to the Surrey Family Support Programme as required.</p> <p>1iv) Continue the pilot web based case management system "SafetyNet" and evaluate its effectiveness.</p> |
| <p style="text-align: center;">2. TACKLING SUBSTANCE MISUSE</p> <p>DELIVERY: East Surrey Substance Misuse Group</p> | <p>2i) Contribute to a Force target of 450 Class A and B charges for drugs supply.</p> <p>2ii) Deliver a minimum of 3 public health / crime reduction campaigns focussing on drugs and alcohol.</p> <p>2iii) Consider implementing a restricted alcohol area (DPPO)⁶ in Merstham.</p> <p>2iv) Continue to jointly fund an Assertive Drug & Alcohol Worker⁷ to engage with chaotic users.</p> <p>2v) Deliver actions in support of the Surrey and National Alcohol Strategies.</p> |
| <p style="text-align: center;">3. REDUCING SERIOUS ACQUISITIVE CRIME</p> <p style="text-align: center;">(Domestic Burglary, Theft of and from vehicles)</p> <p>DELIVERY: Borough CSP Working Group and JAG</p> | <p>3i) Overall reduction of 2% compared to 2012-13</p> <p>3ii) Retain levels of serious acquisitive crime below 13.6 per 1000 popn</p> <p>3iii) Deliver at least 3 awareness / theft reduction campaigns e.g. SelectaDNA, "trap" vehicle, targeted messaging to high risk groups.</p> |
| <p style="text-align: center;">4. TACKLING DOMESTIC ABUSE</p> <p>DELIVERY: East Surrey Domestic Abuse Working Group</p> | <p>4i) Reduce the level of repeat offences below 27.3%</p> <p>4ii) Continue to support the local outreach service ESDAS⁸ and the local Sanctuary scheme⁹</p> <p>4iv) Deliver a programme of awareness-raising internally and with partners.</p> <p>4v) Deliver actions in line with the County-wide Domestic Abuse Strategy</p> <p>4vi) Ensure CSP partners are fully trained to implement a Domestic Homicide Review if / when required¹⁰.</p> |

⁶ Designated Public Place order (DPPO), - a council power enforced by Surrey Police which limits public drinking

⁷ With Mole Valley and Tandridge CSPs

⁸ East Surrey Domestic Abuse Services

⁹ A multi-agency project providing emergency practical support to high risk victims e.g. lock changes, sim cards, strengthened doors

2.2 COUNTY-WIDE PRIORITIES

County-wide priorities have also been identified. These will be addressed through county-wide services to deliver improved outcomes. Any local actions identified will be addressed throughout the year as appropriate. Information and resources will be shared to avoid duplication at a local level where there is overlap.

| COUNTY-WIDE PRIORITY | LOCAL PRIORITY OVERLAP |
|--|---|
| 1. ANTISOCIAL BEHAVIOUR (including antisocial driving) | <ul style="list-style-type: none"> • Also a local priority. • Antisocial driving will be addressed at County level through the ongoing Drive Smart Campaign.¹¹ |
| 2. SUBSTANCE MISUSE | <ul style="list-style-type: none"> • Also a local priority. • We will continue to support county-wide initiatives at a local level. |
| 3. BURGLARY (both dwelling and non-dwelling) | <ul style="list-style-type: none"> • Domestic Burglary is part of our local priority to address Acquisitive Crime. • At County-level it will also address aspects that impact on rural communities such as theft from farm buildings, poaching and theft of red diesel. |
| 4. DOMESTIC ABUSE | <ul style="list-style-type: none"> • Also a local priority. • We will continue to work in partnership to meet our targets and support county-wide initiatives at a local level. |
| 5. MENTAL HEALTH | <ul style="list-style-type: none"> • The mental health of vulnerable victims overlaps with our priorities to address antisocial behaviour and substance misuse. |
| 6. WORKING WITH THE HIGHEST NEED (IOM ¹² and Surrey Family Support Programme) | <ul style="list-style-type: none"> • Families identified through the Surrey Family Support programme will be assisted through our Antisocial Behaviour priority where appropriate. |

¹⁰ Since 2012, CSPs are required to establish a reviews for murders related to domestic abuse

¹¹ Drive SMART is a partnership between Surrey Police and Surrey County Council (including Surrey Fire and Rescue Service), with the aim of reducing road casualties, tackling anti-social driving and making the county's roads safer and less stressful for everyone.

¹² Integrated Offender Management is an overarching framework that allows local and partner agencies to come together to ensure that offenders whose crimes cause most damage and harm locally, are managed in a coordinated way.

2.3 PCC PRIORITIES

The Police and Crime Commissioner, Kevin Hurley, has also indicated where he wishes to focus his resources:

Taking a zero-tolerance approach to policing in Surrey

Delivering more visible street policing

Putting victims at the centre of the criminal justice system

Giving the public more opportunities to have their say about policing

Protecting local policing, standing up for officers and promoting the highest standards of service

The CSP will support these aspirations where appropriate.

2.4 PERFORMANCE MONITORING

Delivery groups have been identified for each local priority as shown. Progress against these priorities will be routinely monitored by the Borough CSP Working Group on a six weekly basis. Joint Plans will be fed into the bi-monthly East Surrey Community Safety Group to assess overall impact. Details of these groups are included in **Appendix A**.

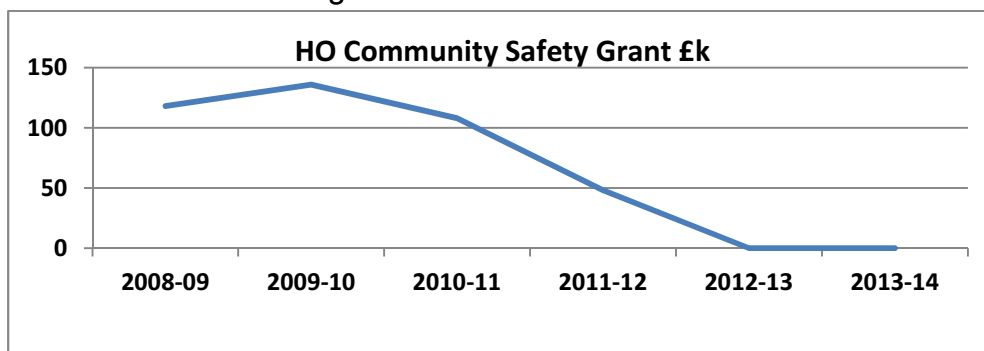
Regular reports on progress will be fed back to each CSP meeting. The report will also include details of any under performance or other obstacles that are likely to prevent the targets being achieved. This will allow partners to identify what additional support or resources may be needed to improve delivery.

2.5 RISKS TO ACHIEVING TARGETS

The agencies belonging to the Community Safety Partnership already tackle many problems linked to antisocial behaviour and crime through their mainstream activities. By working together this becomes much more effective and makes better use of increasingly limited resources. However, there are external risks to achieving the robust targets that have been set:

❖ **REDUCED FUNDING**

The CSP has received Home Office funding over the past 10 or so years to develop and / or extend new initiatives outside mainstream delivery. However, this funding has been reducing since 2009-10 and ceases all together in 2013-14 following the election of the new Police Crime Commissioner who receives the HO funds directly and has remit to allocate all related budgets:



CSP partners also contribute ring-fenced funds targeted at the identified annual targets:

| ORGANISTN | £ 2011-12 | £ 2012-13 | £ 2013-14 |
|---|---|---|---|
| HOME OFFICE GRANT | 48,039 | 5k | 0 |
| SURREY POLICE | Domestic Abuse (DA), funding of CCTV monitoring staff, CCTV Manager (£ unknown) | Domestic Abuse (DA), funding of CCTV monitoring staff, CCTV Manager (£ unknown) | Domestic Abuse (DA), funding of CCTV monitoring staff, CCTV Manager (£ unknown) |
| SURREY COUNTY COUNCIL | 11.5k DA central contribn 2.5k local delivery | DA central contribn 3.2k local delivery | DA central contribution t Local £ tbc |
| REIGATE & BANSTEAD BOROUGH COUNCIL | 14k incl DA 121k for CCTV | 53k Community Safety 20k Domestic Abuse 121k for CCTV | 33k Community Safety 20k Domestic Abuse 111k for CCTV |
| RAVEN HOUSING TRUST | 5k | 5k | (£ tbc) |
| TOTAL local Community Safety delivery <i>(excluding DA & CCTV)</i> | 70k approx. | 65.5 approx. | £ tbc |

The grant has been used in the past to fund a number of specifically trained staff and a range of initiatives to tackle antisocial behaviour and low level crime, particularly in Redhill which has been a key hotspot, highlighted in more detail later in the plan. This specialist delivery sits outside mainstream delivery and will inevitably reduce in 2013-14.

❖ IMPACT OF THE ECONOMY

There has been a significant increase in “opportunistic” theft over the past year which is thought to have been influenced by financial hardship. These types of offences often take place from unlocked vehicles and influencing resident behaviour to secure their property better is a challenge.

3. PROGRESS AGAINST 2012-13 CSP PLAN TARGETS

The CSP has reviewed progress against its previous year's priorities. It has achieved the majority of targets set, apart from one relating to acquisitive crime - further details below:

| PRIORITY | PROGRESS IN KEY AREAS <i>NB all police figures FYTD to January 2013</i> |
|--|--|
| <p align="center">1. TOWN CENTRE CRIME AND DISORDER</p> <p>TARGET: No increase in total offences compared to 2011-12 in Redhill and Reigate</p> | <p>OUTCOME: <i>Target achieved</i> Reduction in total offences in Redhill of 18.7% (-139) and Reigate of 8.8% (-58).</p> |
| <p align="center"><u>ADDITIONAL INFORMATION:</u></p> <p>The closure of Liquid and Envy night club has undoubtedly contributed to this reduction, but it has been sustained through other partnership actions:</p> <ul style="list-style-type: none"> • Review of licensed premises: Surrey Police instigated reviews of 5 licensed premises in 2012 resulting in changes to licensing conditions in all cases. Of these 2 premises remain actively monitored with a view to further review requests should this become necessary. • Enforcement of alcohol restricted area¹³ in Redhill: Surrey Police have robustly enforced this power, making use of the CSP-funded support facilities set up in partnership with the Salvation Army. • Enhanced CCTV coverage: Three cameras have been upgraded in Redhill providing significantly improved detail in images. A new camera has been installed in Horley in an emerging hotspot which has led to a number of arrests. | |
| <p align="center">2. YOUTH ANTISOCIAL BEHAVIOUR</p> <p>TARGET: No increase in reported antisocial behaviour in both Redhill and Reigate compared to 2011-12</p> | <p>OUTCOME: <i>Target achieved</i> Reduction in <u>all</u> main town centres: Redhill -18.6% (-97), Reigate -18.3% (-92) and Horley -12.5% (-74).</p> |
| <p align="center"><u>ADDITIONAL INFORMATION:</u></p> <p>Antisocial Behaviour (ASB) as a whole is showing a decrease of over 12% in the Borough. The recent RBBC Resident Survey showed that only 13% of residents felt there was high antisocial behaviour in their local area. The issue with most increased concern (up 3% from 2008) is noise from neighbours or loud parties. Only 10% of residents felt that teenagers hanging around on the streets is a very big problem, (down 11% from 2008), showing that significant positive steps have been taken in reducing the problem and / or reassuring residents.</p> | |

¹³ Designated Public Place order (DPPO), is a council power enforced by Surrey Police

The following partnership initiatives have contributed to this reduction:

- **Short Life JAGs:**¹⁴ These dynamic issue-specific groups were introduced to supplement the monthly multi-agency CIAG¹⁵. They are attended by people with direct involvement and influence over the issue, with action and outcome centred on the victim.
Six issues have been tackled which have included themes such as neighbour nuisance, racial hate crime, mental health support, individual perpetrators affecting a large number of residents. At time of writing (Jan 13) there are 4 live SLJs running. This process has been a real success and is ripe for enhancement as we move through 2013-14.
- **Police Youth Intervention Team:** The team has been working with young people most at risk of entering the justice system or escalating their offences. A range of interventions/outreach work and enforcement is used to help reduce community impact. Additional resources have been targeted on high-impact events (e.g. end of school term and Halloween) with advice given ahead of time followed up with highly visible pro-active engagement patrols. This has contributed to a significant drop in ASB related issues and calls from members of the community.
- **Youth Service Restructure:** Surrey County Council's restructure of Services for Young People took effect on 1 April 2012. There are now three main strands to the work:
 - **Youth Support Service** – targeted work with young people who are NEET¹⁶ and/or in the youth justice system.
 - **Local Prevention Framework** – a contract providing targeted services to prevent young people becoming NEET and / or becoming first-time entrants into the youth justice system. In Reigate and Banstead, the Surrey Youth Consortium provides these services, led by Reigate & Redhill YMCA. The Local Committee is responsible for awarding the contract.
 - **Centre-based Youth Work** – open-access youth work provided in Surrey County Council's youth centres. SCC owns and manages the buildings, and a managing agent provides the staff. In Reigate & Banstead, the managing agent is Raven Housing Trust.
- **CCTV coverage:** The new 3-camera system in the Warwick Quadrant has continued to support the significant reduction ASB in Redhill, along with a relocated camera in Marketfield Way.
- **SafetyNet Pilot:** Reigate and Banstead is a pilot site for this online case-management system, which allows all signatories to update case notes directly and generate actions for others.
- **Danny's Youth Café (CSP funded):** This continues to be well attended by teenagers after school on Friday evenings.

¹⁴ Joint Action Groups (see Appendix A for full description)

¹⁵ Community Incident Action Groups (see Appendix A for full description)

¹⁶ NEET: Not in Education, Employment or Training

- **Redhill Youth Club (CSP funded):** Established to fill a gap in current provision, this is run as a partnership between statutory and voluntary organisations. It is extremely well attended. Efforts to secure ongoing mainstream funding have so far been unsuccessful.
- **Horley youth “gang”** Horley had a particular issue with a self-declared “gang” causing intimidation in the town centre. Targeted responses through CIAG and JAG have led to a number of ringleaders being imprisoned. Specific interventions with the remaining group have resulted in a reduction in the problem.

3. SAFER AND STRONGER MERSTHAM

TARGETS:

- i) Reduce all notifiable offences by 5%
- ii) Reduce burglary to houses by 10%
- iii) Reduce assaults by 10%
- iv) No increase in calls reporting disturbance

i) OUTCOME: Target Achieved

Reduction of 14.0% (-84)

ii) OUTCOME: Target *not* Achieved

Increase of 77.8% (+14)

iii) OUTCOME: Target Achieved

Reduction in minor assaults of 26.4% (-33) and with injury of 2% (-1)

iii) OUTCOME: Target Achieved

Reduction of 10.3% (-55)

ADDITIONAL INFORMATION:

Merstham is one of 4 identified “Priority Places” in Surrey based on a range of health and well-being indicators. Whilst the majority of community safety priorities have been met, other challenges remain to be overcome, particularly around teenage pregnancy and mental health, which are being addressed through public health plans.

Due to the significant overall decrease in crime levels, this will no longer be a CSP priority in 2013-14. House burglary, the only target not met, will be addressed through Priority 3: Acquisitive Crime

4. TACKLING SUBSTANCE MISUSE

TARGETS:

- i) Contribute to a “cluster” target of 42 Class A and B charges for drugs supply
- ii) Proactively apply for licensing reviews for problem premises.
- iii) Deliver a minimum of 2 public health/ crime reduction campaigns focussing on drugs and alcohol
- iv) Continue to jointly fund an Assertive Drug & Alcohol Worker to engage with chaotic users
- v) Continue to support the Street-drinker / Homeless Drop-In at the Salvation Army

i) OUTCOME: Target Achieved

46 charges (2.2% increase (+1)).

Op Astron saw a focused multi-agency intervention against embedded insurgent drug dealers in the Merstham and Redhill areas resulting in over 12 arrests and various charges to court for a range of offences, not all necessarily drug related, taking a zero tolerance approach to disrupt, detect and deter.

Following enforcement, “community consolidation” took place in each area to provide support to those with drug related problems and those vulnerable to being targeted by such criminals. There has been no resurgence of this issue.

ii) OUTCOME: Target Achieved

Surrey Police applied for reviews of 5 licensed premises in 2012 resulting in changes to licensing conditions in all cases. Of these 2 premises remain actively monitored with a view to further review requests should this become necessary.

iii) OUTCOME: Target Achieved

a) Successful Alcohol Awareness Week promotion in Redhill and Reigate town centres focussing on public health issues. Identified by “Alcohol Policy UK” as good practice.

b) AL4L (Alcohol Lessons for Life) planned and funded in 2 primary schools feeding into the Warwick School as a pilot project, focussing on a “whole family” approach to drinking.

iv) OUTCOME: Target Achieved

The worker has engaged with 36 adults to January 2013 (9 female and 27 male). 20 used alcohol exclusively. 8 used drugs exclusively and 8 used both drugs and alcohol. Full outcome breakdown will be available at year end in terms of treatment and / or change in community impact.

v) OUTCOME: Target Achieved

Funding and support have continued during the year. The Drop-In provides hot meals and showers for those with chaotic, unhealthy lifestyles, a change of clothes and access to support services including the Drug and Alcohol Worker, outreach treatment agencies and housing advice.

ADDITIONAL INFORMATION:

Drug and alcohol misuse continues to impact on the Borough, both in terms of the health of residents and its impact on crimes such as theft and assaults. Resident feedback¹⁷ shows that:

24% of residents feel drunk or rowdy behaviour in a public place is a problem.

8.3% feel that drug dealing is a problem (down from 10.1% in 2010-11).

Total alcohol-related crime fell last year by 8.9% (-66) with alcohol-related violent crime decreasing by an impressive 43.6% (-230). Violent crime linked to licensed premises dropped by 67.6% (-23) undoubtedly linked to license reviews as key pubs of concern.

Conversely, drug-related crime increased by 28.3% (+96), with evidence of dealers moving in from south London. Arrests of addicts during the year show an established link between Class A drugs and serious acquisitive crime.

Overall, the Borough performs significantly better than the national average, with only 3.2 *drug offences per 1000 population*¹⁸ related to drugs which is a message that the CSP needs to reinforce throughout the coming year, to ensure the problem is kept in perspective.

This remains an ongoing priority in 2013-14.

¹⁷ 2011 Residents' Survey (Reigate & Banstead)

¹⁸ iQuanta Policing & Community Safety Data

5. TACKLING DOMESTIC ABUSE

TARGETS:

- i) Continue to support the local outreach service ESDAS¹⁹
- ii) Continue to support the local Sanctuary scheme.
- iii) Deliver a programme of awareness-raising internally and with partners
- iv) Support the County DA Rapid Improvement Event (RIE)
- v) Ensure CSP is fully aware of DA Homicide Review responsibilities
- vi) CSP Partner Training:

i) OUTCOME: *Target Achieved*

RBBC ESDAS funding increased through Core Grants to £21k in 2012-13 (from £9.5k).

ii) OUTCOME: *Target Achieved* RBBC funding of £2.5k continued which funded 16 urgent requests for support, including 10 lock changes, 3 security light installations and 3 mobile phones.

iii) OUTCOME: *Target Achieved* Support for the "Speak Out", Behind Closed Doors and "Biggest Victims can be the Smallest" campaigns along with ongoing general publicity.

iv) OUTCOME: *Target Achieved* Community Safety Manager contributed for the full week and in follow-on group sessions.

v) OUTCOME: *Target Achieved*

Key staff attended relevant training, internal presentation to RBBC managers and to partners at CSP. Internal protocol drawn up to carry out the required Individual Management Review. Home Office training for potential Chairs and co-ordinator secured.

vi) OUTCOME: *Target Achieved*

- i) Local Neighbourhood Policing Teams are undergoing domestic abuse awareness-training with ESDAS, with plans to roll this out to over 30 officers across 3 Boroughs. This will allow better recognition of issues, earlier provision of appropriate intervention and signposting to support services to reduce risk of serious harm. Neighbourhood police now have a representative at MARAC.²⁰
- ii) RBBC staff are attending DA Awareness courses as part of DA Homicide Review training.

ADDITIONAL INFORMATION:

Domestic Abuse remains a key concern for the CSP, with Reigate and Banstead having the highest crime volume (321) of reported domestic abuse in the County (although 3rd highest per 1000 popn at 11.8). Approximately 30% of incidents involve a repeat victim and this has remained fairly consistent since 2009-10, an issue that the CSP will target in 2013-14. Alcohol appears to be a significant factor across nearly half of cases. A significant number of children live in homes where abuse takes place and resources are being targeted to support them where possible.

East Surrey Domestic Abuse Service (ESDAS) is commissioned at county-level to provide an outreach support service for those involved in abusive relationships in Reigate and Banstead, Tandridge and Mole Valley. ESDAS supported 876 clients from this Borough

¹⁹ East Surrey Domestic Abuse Services

²⁰ Multi-agency Risk Assessment Conference which reviews cases of high risk domestic abuse victims (those at risk of murder or serious harm) to ensure appropriate support measures are in place.

between April 2011 and March 2012. Additional funding is provided locally to work with children (as above) and in the Borough's "hot spot" areas.

The multi-agency East Surrey Domestic Abuse Working Group works closely with ESDAS to deliver a campaign of awareness-raising and implementation of the Surrey Domestic Abuse Strategy at a local level. A "Sanctuary Scheme" is run through this group with funding support from the three CSPs, which provides additional security at home for those experiencing domestic abuse.

Domestic Homicide Reviews:

Under new guidance in 2011²¹, CSPs now have a statutory duty to carry out reviews of any murders related to domestic abuse within their area. The aim is to identify any lessons that can be learned from those organisations involved with either the victim or the perpetrator, to improve procedures in the future and to reduce the risk of a similar incident. This is a significant duty and actions are underway to ensure a review can start as soon as possible if / when such an event takes place. At the time of writing there are 4 reviews underway in Surrey.

This will remain an ongoing priority in 2013-14.

6. REPEAT and VULNERABLE VICTIMS

TARGETS:

- i) Implement and embed repeat and vulnerable ASB Victim risk assessments
- ii) Improve the current JAG process to deliver faster, more accountable results for victims
- iii) Pilot the web-based case management tool SafetyNet and evaluate impact on multi-agency case working

i) OUTCOME: *Target Achieved*

Use of repeat and vulnerable ASB victim risk assessments is now standard practice within the SNT with high risk cases attracting enhanced action and oversight. ASB guidance, practice and protocol is in place for front line SNT practitioners.

ii) OUTCOME: *Target Achieved*

The instigation of SLJs for critical cases has brought focus and greater ability act swiftly by those with the ability to commit resources – this also feeds into the Police response process where necessary.

iii) OUTCOME: *Target Partially Achieved*

Reigate & Banstead Borough Council is now a signatory along with Surrey Police. Youth Support Services also have access. The Police licence has been extended for a further 2 years but to be fully effective, further agencies need to actively use the system.

²¹ Section 9 of the Domestic Violence, Crime and Victims Act (2004) implemented through the Call to End Violence Against Women and Girls Action Plan March 2011

ADDITIONAL INFORMATION:

This move towards a more victim- centred approach aims to avoid a situation like the Fiona Pilkington tragedy in Leicestershire²² .Wider exchange of information regarding all forms of antisocial behaviour e.g. noise, criminal damage, repeat calls to agencies, as well as direct harassment are helping to provide a more comprehensive picture than solely calls to the police.

This will remain an ongoing focus in 2013-14, addressed through Priority 1 - Reducing Antisocial Behaviour.

7. PUBLIC REASSURANCE and COMMUNICATION

TARGET:

- i) At least 4 campaigns successfully implemented by March 2012
- ii) Explore new ways of communicating and / or with residents to broaden impact.

i) OUTCOME: Target Achieved

a) *SelectaDNA property marking:*

The CSP purchased a supply of SelectaDNA kits which uniquely mark property linked to a specific address or vehicle. Local police have assisted repeat victims of burglary and in “hotspot areas” to mark their valuables and register them on the national database which enable them to be traced if seized and used evidentially in prosecutions. Signage in the area and on houses has shown to deter further theft attempts.

b) *Cycle marking:*

Similar kit CSP-purchased kit has been used across the Borough to mark bicycles. The increasing costs of bikes make them an attractive relatively “easy” theft. This scheme has contributed to a 24.7% (-392) decrease in items stolen during the year.

c) *Body-worn CCTV:* These CSP-purchased highly-visible small cameras are worn by police officers patrolling ASB hot spots. The evidence can be used for evidential purposes, but generally helps to de-escalate a potentially more serious problem.

d) *Doorstep Crime:*

Surrey Trading Standards introduced a “super sticker” scheme; as an extension to the existing “No Cold Calling Zones” (the two remaining zones in Hooley and Horley encompass 1,429 homes). Legislation makes it an offence for a trader not to leave or to return to a house where a sticker is displayed. Residents are encouraged to register with Trading Standards and receive a regular newsletter. A recent countywide survey of those in the scheme showed:

²²The case of a mother who killed herself and her disabled daughter after suffering years of harassment from a local gang.

90% of respondents felt that there had been a cold caller reduction;
51% feel safer in their home
76% feel more confident when dealing with doorstep traders.

e) Rapid Action Team: Members of the public can report instances of doorstep crime and receive a rapid intervention from a Trading Standards team.

f) Improved communication methods

Local police teams have adopted more effective ways of engaging with the community outside the regular panel meeting structure. Regular commuter surgeries, coffee shop surgeries, street-a-week events, use of social media are a few examples of how contact is being adapted to suit different sectors of the public.

Reigate & Banstead Borough Council has been using Twitter, Facebook and "E-magazines" to again suit communication to the targeted audience.

ADDITIONAL INFORMATION:

Where activities are part of the core activities of a single CSP agency, other partners can assist in sharing key messages to reach a wider audience and maximise their impact.

- A rolling 12 month Community Safety Calendar has been created to make sure the CSP delivers a planned approach to awareness raising campaigns, including both local and national issues.

- Latest confidence figures in December 2012 show:

59.3% of residents feel that "The police and the local council are dealing with the anti-social behaviour and crime issues that matter in this area" which placed us 9th in the County. This is something the CSP needs to focus on improving in 2013-14.

Confidence in police sitting at 85%.

This will remain an ongoing focus in 2013-14, addressed across the four priorities as appropriate.

4. LOOKING TO THE FUTURE

The Coalition Government has indicated that it regards Community Safety Partnerships as essential in playing a crucial role to tackle crime and reduce reoffending. CSPs will remain statutory and should be action focussed rather bureaucratic or process driven.

4.1 EXPECTED CHANGES IN THE COMING YEAR:

- i) An increasing influence by the PCC on how crime and disorder is tackled and communities are engaged.

ii) Changes in Antisocial Behaviour tools and powers, which are currently being reviewed by the Government and which may lead to a different way of tackling disorder.

iii) Changes in legislation influencing the sales of alcohol e.g. potential minimum price per unit. It will be interesting to see if this has any significant impact in our local communities.

iv) Potential limits on how information from fixed overt CCTV cameras can be used as a result of any changes to the Government CCTV Code of Practice²³.

The CSP will need to be adaptable to continue to be effective in a changing landscape.

DRAFT

²³ March 2013-Home Office consultation on a new CCTV code of practice for police and local authorities.

APPENDIX A

WORKING GROUP DETAILS

Community Incident Action Group (CIAG) meets monthly, focusing on individuals whose behaviour is causing harm to local communities. Its members reflect those of the CSP at a delivery level, and include community wardens, operational police, registered social landlords, health and social services officers, education providers and youth development services. A key focus of the CIAG is to prevent and deter adults or young people from behaving in an antisocial way or becoming involved in more serious crime.

Drug and Alcohol Group (DCIAG) specifically focuses on adults whose chaotic substance misuse has a serious impact on the community. Individuals are intensively supported by a Drug and Alcohol worker (jointly funded by Reigate and Banstead and Tandridge CSPs) with the aim of engagement in treatment or detox.

Short-Life Joint Action Groups (SLJ) meet on a needs be basis with key locality specific partners to address crime or disorder issues of concern to local communities. Short Life JAG groups have come into being in 2012-13. Dynamic issue specific groups set up as issues arise with buy in and attendance by all relevant stakeholders have meant a significant shift in the way that JAG does business - a tangible move from monitoring and discussion to action and outcome centred on the victim. This process has been a real success this year and is ripe for enhancement as we move through 2013. Six issues have been or are in the process of being tackled which have included themes such as neighbour nuisance, racial hate crime, mental health support, individual perpetrators affecting a large number of residents. At time of writing (Jan 13) there are 4 live SLJs running.

Reigate and Banstead CSP Working Group

This borough group oversees performance management of the specific Reigate and Banstead Action Plans Its core group membership includes the Borough Council Community Safety Manager, the Police Borough Inspector, the Surrey County Council Local Committee Partnership Officer, the Surrey Fire and Rescue Manager and representation from NHS Surrey, with scope to include other agencies as required

East Surrey Domestic Abuse Working Group oversees activities to address, highlight and reduce domestic abuse in East Surrey. It acts as the monitoring group for the East Surrey Domestic Abuse section of the Violent Crime Action Plan.

Multi-Agency Risk Assessment Conferences (MARAC) aims to increase the safety, health and well-being of domestic abuse victims. The group discuss the highest risk domestic abuse victims in the area, generally the 'top 10%'. Information about the risks victims face, the actions needed to ensure safety together with the available local resources is used to create a risk management plan for each case. Members of the Group include Surrey Police, Adult Services and Domestic Abuse Outreach workers.

East Surrey Substance Misuse Group acts as the strategic planning body for tackling substance misuse and related crime & disorder in the east of Surrey. The group is

administered by the Surrey Drug and Alcohol Team (DAAT) and includes representatives from DAAT, Reigate and Banstead, Tandridge, Mole Valley, Epsom and Ewell, NHS Surrey and Surrey Police. This group acts as the monitoring group for the East Surrey Drug and Alcohol Plan.

ES Community Safety Group has been formed to identify key issues and co-ordinate delivery across the four boroughs and districts in East Surrey - Reigate and Banstead, Tandridge, Mole Valley and Epsom and Ewell. Its members represent the local authorities, county council and police, with a focus on maximising the use of resources across the four areas to achieve better value for money and to share best practice.

Prolific and Other Priority Management Panel (PPOMP) is a government initiative, which recognises that 0.5% of active offenders commit a disproportionate amount (10%) of all crime committed each year. The financial loss as a result of these crimes is estimated to be at least £2 billion a year nationally. Addressing PPOs is a statutory CSP requirement and the PPOMP focuses on the first two strands for priority offenders across East Surrey; Catch and Convict – taking firm enforcement measures against already prolific offenders, and Rehabilitate and Resettle – increasing the number of offenders who stop offending by offering a range of supportive interventions. It focuses on offenders who have been dealt with by the courts and are in prison, Young Offender Institutions, on post-release licence or under community supervision. It is administered by the PPO co-ordinator.

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (REIGATE & BANSTEAD)****DATE:** 17 JUNE 2013**LEAD OFFICER:** SARAH QUINN, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER**SUBJECT:** CABINET FORWARD PLAN**DIVISION:** ALL REIGATE & BANSTEAD DIVISIONS**SUMMARY OF ISSUE:**

The Cabinet leads the preparation of the Council's policies and budget and makes recommendations to the County Council on major policy plans, the budget and Council Tax. The Cabinet takes decisions within this framework of plans and procedural rules approved by the Council. It is held to account by the Council for its performance.

The Forward Plan details the reports and decisions the Cabinet will be considering over the next three months. This report highlights the key decisions of interest to the Local Committee. It is not a definitive list, and the full Forward Plan is available on the Surrey County Council website via the following link:

<http://mycouncil.surreycc.gov.uk/documents/1111/Printed%20plan%20June%20-%20September%202013.pdf?T=4>

RECOMMENDATIONS:**The Local Committee (Reigate & Banstead) is asked to:**

- (i) Note the Forward Plan of the County Council's Cabinet.
- (ii) Consider whether it wishes to make any representations to the Cabinet on upcoming items.

REASONS FOR RECOMMENDATIONS:

In order to keep the Local Committee informed of upcoming Cabinet decisions and to provide an opportunity for local Members to make representations to the Cabinet.

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| KEY DECISIONS OF INTEREST TO THE LOCAL COMMITTEE: |
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25 June 2013 - Cabinet

- **Surrey Hills Enterprises** To agree that Surrey County Council holds a share in Surrey Hills Enterprises (SHE) on behalf of the Surrey Hills Area of Outstanding Natural Beauty (AONB) and that the Cabinet Member for Transport, Highways and Environment be appointed as a Director of Surrey Hills Enterprises.
- **Salfords Fire Station and Secondary Control Facility (Part 2 report)** To request the approval to acquire two industrial units to provide accommodation for a new fire station and secondary control facility. To request the approval to utilise the Surrey Fire and Rescue Service rationalisation programme capital budget to fund this.
- **Horley North East – new school (Part 2 annex)** To approve the business case for the project to provide a new one form entry Diocesan primary school to provide an additional 201 new places under the School Basic Need programme.

23 July 2013 - Cabinet

- **Surrey Rail Strategy** To approve the Surrey Rail Strategy.
- **New Primary School, Merstham (Part 2 annex)** To approve the business case for the new primary school in Merstham, to provide additional pupil places under the School Basic Need programme.
- **Langshott Infant School Horley (Part 2)** To approve the business case for the project to expand the existing two form entry infant school to a two form entry primary school under the School Basic Need programme. The project will increase the school from 180 to 420 places.

11 September 2013 – Cabinet Member Decisions (Leader)

- **Community Improvements Fund** To consider the recommendations of the Community Improvements Fund Panel and to approve the successful applications.

Contact Officer:

Sarah Quinn, Community Partnership and Committee Officer, 01737 737695

Consulted:

N/A

Annexes:

None

Sources/background papers:

- Cabinet Forward Plan June – September 2013
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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 17 JUNE 2013

LEAD OFFICER: SARAH QUINN, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER

SUBJECT: LOCAL COMMITTEE FORWARD PLAN

DIVISION: ALL REIGATE & BANSTEAD DIVISIONS

**SUMMARY OF ISSUE:**

To note the forward programme of reports to the Local Committee (Reigate & Banstead) in 2013-14 as set out below.

This is an indicative forward programme. Further items are likely to be added and the list is subject to amendment.

RECOMMENDATIONS:

The Local Committee (Reigate & Banstead) is asked to:

- (i) Note the report for information.
- (ii) Make suggestions for future agenda items.

REASONS FOR RECOMMENDATIONS:

In order to keep the Local Committee informed of upcoming items on its forward programme and provide an opportunity for local Members to suggest future agenda items.

LOCAL COMMITTEE FORWARD PLAN:

Monday 15 September 2013, 2.00pm, Reigate Town Hall

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| Member Allocations Report |
| Highways Schemes Update |
| Surrey Fire and Rescue Service – Annual Update and Borough Plan |
| Langshott, Horley - Proposed Highways Improvements |
| Rights of Way Report |
| Redhill Balanced Network – Station Road (East) public realm proposals and proposed road tables at pedestrian and cycle crossings. |
| Travel SMART Annual Report |
| Reigate & Banstead Parking Review Update |

Monday 2 December 2013, 2.00pm, Reigate Town Hall

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| Member Allocations Report |
| Highways Schemes Update |
| Surrey Trading Standards – Annual Update |

Monday 3 March 2014. 2.00pm, Reigate Town Hall

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| Member Allocations Report |
| Highways Schemes End of Year Update |
| Highways Budgets 2014-15 |

Informal meetings

Monday 15 July 2013
Monday 28 October 2013
Monday 20 January 2014

(All to start at 10.00am at Reigate Town Hall – County Members only unless otherwise advised)

Contact Officer:

Sarah Quinn, Community Partnership and Committee Officer, 01737 737695

Consulted:

N/A

Annexes:

None

Sources/background papers:

- None