

## **DRAFT**

Minutes of the meeting of the  
**Elmbridge LOCAL COMMITTEE**  
held at 4.00 pm on 24 June 2013  
at Council Chamber, Elmbridge Civic Centre, Elmbridge Borough Council,  
Esher KT10 9SD.

### **Surrey County Council Members**

- \* Mrs Margaret Hicks (Chairman)
- \* Mr Mike Bennison (Vice-Chairman)
- Mr Peter Hickman
- \* Rachael I. Lake
- \* Mrs Mary Lewis
- \* Mr Christian Mahne
- \* Mr Ernest Mallett MBE
- \* Mr Tony Samuels
- \* Mr Stuart Selleck

### **Borough / District Members:**

- \* Borough Councillor David J Archer
- \* Borough Councillor Nigel Cooper
- \* Borough Councillor Barry Fairbank
- Borough Councillor Jan Fuller
- Borough Councillor Peter Harman
- \* Borough Councillor Stuart Hawkins
- \* Borough Councillor Neil J Luxton
- \* Borough Councillor Dorothy Mitchell
- \* Borough Councillor John O'Reilly

---

#### **1/13 APPOINTMENT OF CHAIRMAN AND VICE CHAIRMAN [Item 1]**

The Local Committee noted that the Council had appointed Margaret Hicks as the Chairman and Michael Bennison as the Vice Chairman of the Elmbridge Local Committee.

#### **2/13 APPOINTMENTS OF ELMBRIDGE BOROUGH COUNCIL CO-OPTED MEMBERS [Item 2]**

The Local Committee noted that Elmbridge Borough Council had nominated the following nine Borough Councillors to serve on the Elmbridge Local Committee for the municipal year 2013/14: Councillors D J Archer, N C Cooper, B Fairbank, Mrs J Fuller, P M Harman, S Hawkins, N Luxton, Mrs D M Mitchell and J O'Reilly.

Councillor O'Reilly asked for clarification on the wider responsibilities that he understood the Local Committee was going to be given in the future. He explained he understood that was one of the reasons given for no substitutes being allowed for the current municipal year. The Chairman clarified that the

Local Committee is going to be given responsibilities for aspects of Education, on which the local Committee Members were also going to receive training.

**3/13 APOLOGIES FOR ABSENCE [Item 3]**

Apologies for absence had been received from Peter Hickman, Councillor Peter Harman and Councillor Mrs Jan Fuller.

**4/13 CHAIRMAN'S ANNOUNCEMENTS [Item 4]**

The Chairman made announcements regarding the successful bid to the Department for Transport for funding for the Walton Cycling Safety Schemes, the completion of the pedestrian crossing outside Cleves School, Weybridge and the start of Operation Horizon road repairs.

**5/13 MINUTES OF PREVIOUS MEETING [Item 5]**

The minutes of the previous meeting held on 25<sup>th</sup> February 2013 were agreed as a correct record.

**6/13 DECLARATIONS OF INTEREST [Item 6]**

No declarations of disclosable pecuniary interests in respect of any item to be considered at the meeting were received.

**7/13 CHAIRMAN'S CORRESPONDENCE [Item 7]**

The letter and responses are attached in Annexe 1 to these minutes. The Local Committee noted the letter sent to and the responses received from Mr John Furey, SCC Cabinet Member for Transport and Environment, as a result of a request by the Local Committee at its meeting on 25<sup>th</sup> February 2013 asking for the SCC Speed limit policy to be reconsidered.

Members expressed frustration with the current policy as the lack of 20 mph speed limits particularly around schools was a major concern among residents and such zones had been observed in other areas of the country.

**8/13 PETITIONS [Item 8]**

**Petition1**

A petition containing 104 signatures was received from Mr Mike Wheeler, Surrey resident, requesting a formal review of the lack of parking available in Douglas Rd., Esher stating:

'We the undersigned, residents of Douglas Rd., Esher, Arran Way Esher and regular road users of Douglas Rd., present this petition to Elmbridge Borough Council to request a review of the lack of parking spaces available.

This is raised following the receipt of a letter from Surrey Police in conjunction with the local Safer Neighbourhood Team dated 19/3/13, threatening prosecution for taking vehicles over the pavement to park.

Since the last review of this issue, many residents now have more than one vehicle and visitor parking has increased significantly.

Due to the large volume of heavy goods vehicles using Douglas Road to access Esher Mills industrial estate in Mill Road, and the requirement to enable emergency vehicles easy access down the road, it is not safe to park on the road opposite the existing parking bays.

It was suggested, some years ago, that additional parking bays be created by deepening the bays and parking perpendicularly to the road as opposed to parallel parking that currently exists.'

In support Mr Wheeler spoke and said he believed there was a curfew on the size of the lorries which were allowed to use the road at certain times of the day, but these did not appear to be being adhered to, that parking spaces couldn't be created on one side of the road due to a water main and that a solution to create parking bays at right angles had been suggested many years ago, but had never been implemented.

Borough Councillor David Archer and County Councillor Stuart Selleck both spoke in support of the petition, saying the industrial estate and existing schools already made the situation dangerous and there will be an extra 300 car movements per day when the new school is built. Stuart Selleck said SCC Highways, Elmbridge Housing Trust and the school (Cranmere) need to engage to find a solution.

Nick Healey, the Area Highways Team Manager (NE), said he had taken on board all the comments, but the school planning application and this petition need to be handled separately. He will provide a response at the next meeting of the Local Committee.

#### **Petition 2**

A petition containing 109 signatures was received from Councillor Peter Harman requesting a reduction in speed limit from 50 mph to 40 mph in Byfleet Rd., Weybridge.

'We the undersigned petition Surrey County Council to reduce the present 50 mph speed limit to 40 mph. Reduce the 50mph speed limit to a safer 40mph. We consider this to be a safe and realistic limit. Petition raised following fatal and non fatal accidents on this road over the past year. The road is mixed residential and commercial with many blind turnings. A recently built care home, pet cemetery and Vet Surgery plus approximately 800 HGV movements a day contribute to valid reasons for a sensible speed limit. Nearby Seven Hills Road and Burwood Road are restricted to 40mph.'

Surrey County Councillor, Christian Mahne, spoke to support this petition, explaining that the junction of Camp End Road with Byfleet Road is very dangerous due to the speed of the traffic.

Nick Healey, the Area Highways Team Manager (NE), will provide a response at the next meeting of the Local Committee.

#### **9/13 PETITION RESPONSE [Item 8a]**

Nick Healey, the Area Highways Team Manager (NE), presented the response to the petition brought to the Elmbridge Local Committee meeting held on 25<sup>th</sup> February 2013. The County Councillor, Ernest Mallett has agreed to allocate £45,000 from the 2013-14 Divisional Allocation to construct

a new drainage system in St Peter's Rd. A feasibility and detailed design, ready for construction later in this financial year have been commissioned. Ernest Mallet expressed concerns that this project had used up most of the West Molesey Divisional allocation, but Nick Healey explained a contribution from the Central team was requested, but the project was not considered to be a high enough priority.

#### **10/13 PUBLIC QUESTION TIME [Item 9]**

Five written public questions were received prior to the meeting. The responses are attached in Annexe 2 to these minutes.

The responses provided to questions 1 and 2 were almost identical.

Question 1 from Gerald Gilbert.

Gerald Gilbert was not happy with the response as he said it did not answer his question.

Nick Healey replied that Surrey County Council recognised there are concerns and a number of suggestions for changes had been received through the process of the bridge planning and building. The bridge design cannot be changed at this stage. In September 2013 a report on the proposed Walton to Halliford Corridor transport study, to address transport management issues, will be brought to the Elmbridge and Spelthorne Local Committees. Once the new Walton Bridge is open concerns will change, some will improve and some will remain. As part of this study public consultation will take place too and a report will be brought back to both Committees in September 2014.

There was no further discussion about questions 2, 3 & 4.

Question 5 from Mark Sugden.

Mark Sugden responded that he was aware of two gullies which had been reported in December 2012 which were still blocked and asked why the gully cleaning programme was only a six month time frame not ongoing throughout the year. In addition, the gully report which came to the Elmbridge Local Committee meeting in November 2012 referred to a more sophisticated method of analysing gullies, and Mr Sugden asked whether this analysis had taken place yet.

The Chairman explained that the Local Committee were furious with the state of the gullies, it is clear that routine checking and cleaning is not happening and that she had proposed that a meeting be set up for the herself and the Vice Chairman to meet with the contractors.

Nick Healey apologised to Mark Sugden for the gullies which had not been dealt with and asked him to give the details to the Committee Clerk, who would forward them to him. He explained that Highways is aiming to adopt a new method of prioritisation as some gullies require a yearly clean and others a three yearly clean depending on silt levels. As regards the time frame, Nick Healey clarified that the Gully Cleansing is a countywide programme and it only covers Elmbridge for 6 months of the year.

### **11/13 QUESTION RESPONSE [Item 9a]**

Caroline Stevenson was pleased with the detailed response provided by the Highways service, attached as Annexe 3 to these minutes. The change to the white lining would improve the situation and the regular cutting back will improve the sight lines and would make the rural footway usable again. She requested that the cutting back of the overgrowth on the footway be considered as urgent and Nick Healey said he would look into this. The County Councillor, Michael Bennison, expressed support for Caroline Stevenson and said he would work with Nick Healey on this issue and Caroline Stevenson would be kept informed.

### **12/13 MEMBER QUESTION TIME [Item 10]**

One written member question was received prior to the meeting. The response is attached in Annexe 4 to these minutes.

The County Councillor Stuart Selleck responded by saying the answer doesn't give details of what the consultees said as part of the consultation that took place three years ago. He believes that Elmbridge Borough Council and Surrey County Council did not make the notice of the change clear and asked whether the Local Committee would consider staggering the increase.

Rikki Hill, the Parking Project Team Leader, explained the increase had been part of the 2011/12 Parking Review. It had been advertised and no objections received, the Local Committee had agreed the changes and the Traffic Order had been made. It was decided to look at the issue as part of Item 15 on the agenda.

### **13/13 HIGHWAYS UPDATE - 2013/14 PROGRAMME (FOR DECISION) [Item 11]**

Nick Healey, the Area Highways Team Manager (NE), introduced the report. He explained that the overspend on the revenue budget had been absorbed into the budget. This is unprecedented so the Local Committee must ensure it isn't repeated. The underspend on the capital budget had been carried forward, but this had in fact been caused by a miscoding, which wasn't identified until too late.

Nick Healey explained that Westcar Lane was a very good example of how the Local Committee was working with the Central team to achieve the best results. The Hersham Divisional Member had contributed £26,500 from her Divisional allocation for local structural repair and the road was also included in the Operation Horizon surface treatment scheme.

The Local Committee resolved to:

(i) authorise the Area Team Manager in consultation with the Chairman, Vice Chairman, and relevant Divisional Member(s) to undertake all necessary procedures to deliver the agreed programmes.

Reason for decision: to facilitate the delivery of the 2013-14 Highways programmes funded by the Local Committee, while ensuring the Chairman, Vice Chairman and relevant Divisional Members are fully and appropriately involved in any detailed considerations.

**14/13 PROPOSAL FOR TOUCAN CROSSING ON BARNES WALLIS DRIVE  
JUNCTION WITH OYSTER LANE, BYFLEET (FOR DECISION) [Item 12]**

Paul Fishwick, the Project Manager, introduced his report. The proposed Toucan Crossing actually crosses two boroughs, Elmbridge and Woking and therefore needs to be agreed by both Local Committees. It is 100% funded by the Local Sustainable Transport Fund (LSTF). The crossing will improve connectivity between the residential area (Byfleets and Woking) and the retail area (Brooklands and Weybridge).

The County Councillor, Christian Mahne, commented that he would like to see the cycling routes extended from Woking into Elmbridge, but Paul Fishwick explained the LSTF does not extend into Elmbridge.

The Local Committee resolved to:

- (i) Agree to the construction of the proposed toucan crossing as indicated on the draft plan attached as Annex A.
- (ii) Agree that the necessary Notice under Section 23 of The Road Traffic Regulation Act 1984, advertising the Council's intent to construct the crossing be published.
- (iii) Agree that if objections are received the Project Manager is authorised to try and resolve them;
- (iv) Agree that if any objections cannot be resolved, the Area Highways Manager (North East), Area Highways Manager (North West) and the Project Manager, in consultation with the Chairmen of Elmbridge and Woking Local Committees and the divisional Members for Weybridge and The Byfleets, decide whether or not they should be acceded to and therefore whether the order should be made, with or without modifications.

Reason for decision: The toucan crossing will provide local residents with an alternative (walking and cycling) to the car and will assist in reducing local car journeys, allowing for improved connectivity from where people live (Byfleet) to where people work and shop (Brooklands, Weybridge).

**15/13 OPERATION HORIZON UPDATE (FOR DECISION) [Item 13]**

Mark Borland, Group Manager (Highways), introduced the report. Operation Horizon will see £9 million being invested in the borough of Elmbridge replacing 11% of the roads – 45km. Mark thanked the County Councillors for their help in identifying the roads. In Elmbridge the Local Committee had focussed on the residential roads and roads in the town centres.

Jane Young, Carriageway Team Leader, explained she was looking at all the Operation Horizon schemes. This is not a quick fix programme, it is a design and build 5 year programme looking at entire roads. A Surface Protection Programme is running alongside Operation Horizon reducing the development of defects. The repairs will carry a 10 year warranty.

Lloyd Allen from May Gurney, the SCC Highways Contractor explained they were using a dedicated supply chain to enable them to give the 10 year warranty. The roads will actually surpass the 10 year warranty. The design teams are focussing on longevity and ensuring the design is right for the road.

Members asked how much flexibility there was for changes to the roads currently in the programme for year 2. Mark Borland said there is flexibility, but the programme will be delivered as it stands unless the Local Committee requests changes to be made. Some Borough Councillors felt they had not been adequately consulted and would like more details on why one road has been chosen above another, but not all County Councillors agreed. Margaret Hicks, the Chairman suggested the roads scheduled for years 2 and 3 of the programme are discussed and debated by the Local Committee.

Mark Borland clarified that approximately 80% of the roads had been selected based on technical examination and the remaining 20% based on the views expressed from public/Councillor consultations.

The Local Committee resolved to:

- (i) Agree they note the decision made by Cabinet on the 26<sup>th</sup> March 2013 to allocate capital monies to Operation Horizon as detailed in the Medium Term Financial Plan.
- (ii) formally approve the Operation Horizon programme for Elmbridge and that the 45km of road, across the defined scheme list detailed in Annex One, is resurfaced over the investment period.
- (iii) Agree that Surrey Highways produce an annual report in March 2014 confirming to the Local Committee programme progress and success to date.

Reason for decision: 17% of the county's roads are classified as "poor", requiring structural repair. This will enable 45km of roads (11% of the local network) in Elmbridge to be resurfaced.

#### **16/13 WALTON CYCLING SAFETY SCHEMES (FOR DECISION) [Item 14]**

Duncan Knox, the SCC Road Safety Team Manager, presented the report. He explained how the SCC had been awarded £984,000 from the Department of Transport and that the County Council was providing £200,000 of match funding along with the £225,000 of developer contributions to complete the scheme. The consultation period will run from 9<sup>th</sup> July to 10<sup>th</sup> August 2013. The public consultation taking place includes a 2 day exhibition at Walton Library and a leaflet drop of all businesses and residences on the route and close by.

Rachael Lake expressed her support for the scheme, having attended an informative meeting regarding the scheme with Duncan Knox that morning.

The Local Committee resolved to:

- (i) Agree that the consultation plan presented within this report is approved.
- (ii) Agree that approval is given to advertise any statutory notices, in accordance with the Road Traffic Regulation Act 1984, and subject to no objections being upheld, the necessary Orders be made.
- (iii) Agree that approval is given to the delegation of authority to officers, in consultation with the Chairman and Vice-Chairman of the Local Committee, along with the relevant Divisional Member/s to consider, resolve and where necessary over rule any objections received in connection with the proposal.

Reason for decision: to ensure all necessary consultation with key stakeholders takes place and procedures, in accordance with the Road Traffic Regulation Act 1984, are followed.

### **17/13 PARKING UPDATE (FOR DECISION) [Item 15]**

Rikki Hill, the Parking Project Team Leader, presented the report. Rikki Hill explained that as the outcomes of the 2011/12 Parking Review were not implemented until March/April 2013, after the 2012/13 Parking Review was agreed in February 2013, some unforeseen consequences have occurred. In order to deal with these, some additional amendments are required.

Rikki Hill also updated the Local Committee that the county council has entered into a new contract to enable motorists to pay parking charges using mobile phones. This contract also offers a similar system for residents' permits, visitors' permits, waivers and suspensions and it is proposed to amend the TRO to allow this to happen.

The report also updated Members on the confirmation of the additional and amended proposals from the meeting held on February 25<sup>th</sup> 2013.

Rikki Hill said the aim is to implement these proposals and those agreed at the meeting held on February 25<sup>th</sup> 2013, following advertisement and consultation, by Christmas 2013.

Councillor Dorothy Mitchell queried the proposal in 2.4 regarding Freeland's Road. She proposed that recommendation (i) was amended to extend the single yellow line in Four Wents. Rachael Lake seconded this proposal.

The plan showing the tabled amended proposal for French Gardens and Hogshill Lane in recommendation (i) is attached as Annexe 5 to these minutes.

As agreed at Item 10 Members started to discuss the increase in the cost of business parking permits as raised in the Member's question from Stuart Selleck.

It was agreed to adjourn the meeting while officers and Members discussed the issue in private. The meeting was adjourned at 17:55.



The meeting restarted at 18:07.

In relation to the business parking permits Rikki Hill will bring a report to the meeting to be held on September 2<sup>nd</sup> 2013 to look at possible options.

The Local Committee resolved to:

- (i) Agree the county council's intention to make the amendments to the traffic regulations orders (TROs) as described in this report is formally advertised, and subject to statutory consultation; **along with an additional proposal for French Gardens and Hogshill Lane as tabled at the meeting and to extend the single yellow line on the eastern kerbline of Four Wents to in line with the northern boundary of house no. 1 Four Wents.**
- (ii) Agree that any unresolved objections to the advertised proposals are dealt with according to the council's constitution (i.e. considered by the parking strategy & implementation team manager, in consultation with the chairman/vice chairman of this committee and the relevant county councillor);
- (iii) Agree that the amendments are introduced, with or without modifications, following consideration of responses to the advert.
- (iv) Note the new or revised proposals that were mentioned at this committee's meeting on 25 February 2013 and subsequently agreed for advertisement and statutory consultation following discussions between the parking team manager, the chairman and vice chairman of this committee and the relevant county councillor

Reason for recommendation: to improve road safety, traffic flow, access to property, sightlines at junctions, parking amenity and administrative efficiency.

#### **18/13 LOCAL PREVENTION FRAMEWORK - AWARD OF NEIGHBOURHOOD PREVENTION GRANT (FOR DECISION) [Item 16]**

The report was introduced by Jeremy Crouch, SCC Contract Performance Officer for Services for Young People. The current LPF contract runs out on 31<sup>st</sup> August 2013 and the report set out the recommissioning process followed this year. The process had gone well, had included good input from young people and the Youth Task Group were very much in favour of awarding the contract to the Eikon Charity.

The Local Committee resolved to:

- (i) Approve the Youth Task Group recommendation to award a funding agreement for a twenty four month period from 01 September 2013 to the following provider: The Eikon Charity for 100% of the contract value (£103,000pa) to prevent young people from becoming NEET in Elmbridge.

Reason for recommendation: The recommendation 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.

**19/13 UPDATE ON CURRENT LOCAL PREVENTION FRAMEWORK CONTRACT 2012/13 (FOR INFORMATION) [Item 17]**

This report was presented by Jeremy Crouch. He explained the report highlighted some of the challenges that the service had encountered, but also the successes. The service now has more information on the young people who are NEET and from March 2012 to March 2013 the number who is NEET has reduced.

Jeremy Crouch updated the Committee that the post of Walton Youth Centre Manager was about to be advertised. Members asked how easy it is currently to recruit for the service. Jeremy explained it is easier than previously with 16-18 applicants per post at the moment.

Mike Abbott, Chief Executive Surrey Youth Focus, explained briefly to the Local Committee how his organisation had been awarded the contract by SCC to administer the Youth Small Grants programme for this financial year. Surrey Youth Focus is promoting the opportunities for the grants and has already received 18 applications. When an application is received from an organisation the relevant divisional Member will be sent the bid to consider.

An amended version of Appendix 1 to this report was tabled at the meeting and is attached to these minutes as Annexe 6.

The Local Committee resolved to:

- (i) note the progress Services for Young People has made during 2012/13 to increase participation in post-16 education, training and employment for young people in Elmbridge, as set out in Appendix 1 to this report.

**20/13 REPRESENTATION ON OUTSIDE BODIES & TASK GROUPS (FOR DECISION) [Item 18]**

Cheryl Poole, Community Partnership and Committee Officer, introduced the report. The Chairman asked for the Borough Council Cabinet Member for Parking to be included on the Parking Task Group and this proposal was seconded by Councillor John O'Reilly.

The Local Committee resolved to:

- (i) Agree the appointment of Members to outside bodies and task groups as detailed in section 2.1 to 2.4, **but with reference to amendment in recommendation (ii).**
- (ii) Agree that the terms of reference of the Elmbridge Parking Task group as set out in Annex A be approved **with amendment of the membership to include the Elmbridge Cabinet Member for Parking**

- (iii) Agree that the terms of reference of the Elmbridge Youth Task group as set out in Annex B be approved
- (iv) Agree that the community safety budget of £3226, that has been delegated to the Local Committee, be transferred to the Elmbridge Community Safety Partnership and that the Community Partnership Manager authorize its expenditure in accordance with the Local Committee's decision, as detailed in section 2.5.

Reason for decision: The appointment of Members of the Local Committee to outside bodies enables the representation of the Local Committee on these bodies, which affect the lives of the residents of Elmbridge. The task groups meet to review, advise and make informed recommendations to the Local Committee.

### **21/13 CHAIRMAN'S REPORT [Item 19]**

The Local Committee resolved to:

- (i) note the contents of the report.

**Annexe 1**

**Annexe 2**

**Annexe 3**

**Annexe 4**

**Annexe 5**

**Annexe 6**

Meeting ended at: 18:23 pm

---

**Chairman**

This page is intentionally left blank



**SCC LOCAL COMMITTEE IN ELMBRIDGE – 24 June 2013**

**AGENDA ITEM 7**

**CHAIRMAN'S CORRESPONDENCE**

At the Elmbridge Local Committee meeting held on Monday 25<sup>th</sup> February 2013, the Chairman agreed to write to Surrey County Council to request that its speed limit policy be reconsidered. The letter and subsequent responses are detailed below.

Ashley Lodge  
55a Leigh Hill Road  
Cobham  
Surrey  
KT11 2HU

8<sup>th</sup> March 2013

Mr John Furey  
Cabinet Member for Transport & the Environment  
Surrey County Council  
Penrhyn Rd.,  
Kingston  
KT1 2DW

Dear Mr Furey

At the Elmbridge Local Committee meeting held on Monday 25<sup>th</sup> February 2013 two of the reports presented were responses to petitions, brought to the November 2012 meeting, highlighting safety concerns including a request for a reduction in speed limit. These reports generated a discussion regarding the speed of traffic particularly in the vicinity of schools.

As Chairman of the Local Committee, Members asked that I write to request that Surrey County Council reconsiders its speed limit policy, particularly the policy on 20 mph speed limits.

We look forward to receiving your response.

Yours sincerely

Michael Bennison  
SCC Local Committee (Elmbridge) Chairman

Initial Response dated 13/3/13



CABINET MEMBER

Cllr John Furey  
County Councillor  
Address:-  
81 New Haw Road, New Haw  
Addlestone, KT15 2BZ  
T: 01832 856623  
M: 07720 075440  
Email: John.Furey@surreycc.gov.uk

Mr Michael Bennison  
Chairman  
Elmbridge Local Committee  
c/o Ashley Lodge  
55a Leigh Hill Road  
Cobham  
KT11 2HU

13 March 2013

Dear Mr Bennison

Thank you for your letter of 8 March. Surrey County Council will not reconsider its speed limit policy, which is set in conjunction with our partners, the police. If you, as Chairman of Elmbridge Local Committee, wish to consider reducing any speeds in any part of Elmbridge, then it is in your power to ask county officers to produce a report on where there is seen to be a need for a reduction in speed in any road. This would need both county highway officers and the police to be in agreement.

Yours sincerely

John Furey  
Cabinet Member for Transport and Environment



COUNTY HALL, PENRHYN ROAD, KINGSTON UPON THAMES, SURREY KT1 2DN  
TELEPHONE: 020 8541 9733/8033 FACSIMILE: 020 8541 8968

RECYCLED PAPER

**Further response via e-mail dated 4/6/13**

Dear Mike

Further to your letter of 8 March and my response attached\*, I have asked officers to review a number of the county council's road safety policies and activities to ensure that the council remains up to date with best practice. Central Government issued new guidance on setting speed limits in January, and I want to be sure we are doing everything we can to ensure that we are tackling the problems caused by anti-social driving and speeding. The review of road safety will include the council's road safety education offer and the enforcement we provide in partnership with Surrey Police. Consultation with councillors and local committees will form an important part of the review.

Regards  
John

Councillor John Furey  
Cabinet Member for Transport and Environment  
Addlestone Division

\*refers to the letter from John Furey above.





**SCC LOCAL COMMITTEE IN ELMBRIDGE – 24 June 2013**

**AGENDA ITEM 9**

**PUBLIC QUESTIONS**

**Question 1: Gerald Gilbert, Elmbridge 50 Plus**

**Traffic Congestion and Safety in the Walton Thames Crossing Corridor.**

Does the Committee agree with Elmbridge Seniors' contention that the temporary road to/from Walton Marina and the cantilevered foot/cycle path on the downstream side of the Victorian Viaduct should both be retained for a trial period of three months after the road under the bridge to the Marina is restored, to give motorists an opportunity to try an alternative route to/from Cowey Sale, avoiding any right-hand turns?

If so, will the Committee make its views known to Surrey Highways and so the Walton Bridge project team?

**The Chairman will give the following response:**

Over the summer Surrey County Council will be forming a project team, formulating the terms of reference and project plan (including public consultation) with milestones, to undertake a transport study along, and adjacent to, the A244 Walton to Halliford corridor, aimed at infrastructure improvements for vehicles, cyclists, pedestrians, heavy goods vehicles and buses.

A report on this proposed study, to address traffic management issues in the wider area than Walton Bridge, will be taken to both the Elmbridge and Spelthorne Local Committees in September.

The specific question about the use of the temporary road can be included in this study.

**Question 2: Mole Kenny**

Does the Local Committee agree with me that steps should be taken to by Surrey Highways to alleviate the traffic congestion on both sides of Walton Bridge?.

- Walton bound traffic from Shepperton is forced to use Russell Road and Walton Bridge Road unnecessarily as this traffic could be easily filtered into the new crossing route by returning Walton Lane into a two way traffic road as it used to be. This would decrease the traffic at Marshalls Roundabout, and Fordbridge Road in Sunbury especially in the evenings.

- North, south, and east bound traffic approaching from Oatlands Drive on the north side are forced to share a single lane eastbound, because of the unnecessary pedestrian refuges towards the bridge traffic lights. The removal of these central refuges would allow south and east bound traffic to be segregated from bridge bound traffic and increase the traffic throughput at this busy junction.

I would like this Committee to make these small road changes to Surrey highways even if only for a six months trial period.

I would also like to see The Elmbridge Local Committee work with the Spelthorne Local Committee as it affects residents and workers on both sides of the crossing.

**The Chairman will give the following response:**

Over the summer Surrey County Council will be forming a project team, formulating the terms of reference and project plan (including public consultation) with milestones, to undertake a transport study along, and adjacent to, the A244 Walton to Halliford corridor, aimed at infrastructure improvements for vehicles, cyclists, pedestrians, heavy goods vehicles and buses.

A report on this proposed study, to address traffic management issues in the wider area than Walton Bridge, will be taken to both the Elmbridge and Spelthorne Local Committees in September.

**Question 3: Yaser Shabsogh**

We have double yellow lines that appeared outside our house in Castle Road about 2 months ago. I wrote to the council to get details of how this happened and was given a general response. "The new parking restrictions were put in to improve road safety. We are sorry that you did not feel consulted about the new parking restrictions, but these were advertised legally via local newspapers and notices erected locally and all residents comments were taken into account prior to the scheme being installed". I would like to know which papers this was advertised in and when. I can't find a formal record of this change either in your minutes or in the list of restrictions by road on the web site. The only reference is in a meeting on Monday 25th of February, where on annex 1 there is a mention of double yellow lines on the junction of Castle Road and Oatlands Drive, which is NOT where our house is. Can someone clearly tell me the specifics of how this decision was made, communicated to people and what would be the appeal process?

**The Chairman will give the following response:**

The proposal was developed as part of the 2011/12 review of parking in Elmbridge after we had received requests from residents of Castle Mews who found that vehicles were parking too close to the junction and obstructing the sightlines for drivers pulling out onto Castle Road. We had also been contacted by the refuse service at Elmbridge Borough Council whose vehicles had been having difficulty accessing Castle Mews, so they asked us to try and help keep the entrance clear. The proposal was included in the report that was agreed by the Local Committee at its meeting on 28 November 2011. We advertised our intention to introduce the double yellow lines in the Surrey Herald on 14 June 2012 and the Surrey Advertiser on 15 June 2012 and we put up street notices on lamp posts etc. at the same time.

There is no appeal process as such, but we have already received a request for us to look at the location again and see whether there is any scope to change the lines and this has been added to the list for consideration in next year's parking review.

**Question 4: Martyn McCarthy**

Please can committee members consider a permanent solution, in time for the start of the new term in September 2013, to the fact that vehicles are now frequently ignoring the banned left turn from New Zealand Avenue into the High St in Walton on Thames?

The vehicles turn immediately into a pedestrian crossing and anyone crossing at the time is doing so on a green pedestrian light. Due to the proximity of Ashley Primary School, this often means that children aged 4 to 11 are nearly hit by vehicles making the illegal left turn.

Last month I emailed several parties, including Surrey Police, SCC Highways, the MP, local County Councillor and SCC Cabinet Portfolio Holder, after witnessing incidents over the last two years and then finding myself the victim of an incident recently. The replies I received were not that helpful. It seems to me that nobody wants to take ownership of this pressing problem.

We would like an additional sign placed nearer the junction which states NO LEFT TURN. There is also a round regulatory sign at the junction but at approx 8' high this is above a driver's line of sight & cannot be seen once a driver has committed to the illegal left turn (the sign is also filthy). The current regulatory sign is obscured from drivers by the traffic light in front. We would like a bollard placed on the corner with a smaller regulatory sign in a roundel, incorporated within the bollard. Although design dictates a smaller sign, it would be in the line of sight for drivers.

**The Chairman will give the following response:**

The Highways Service are aware and have already considered this issue. The current signage is correct and is in accordance with the Traffic Signs Regulations & General Directions 2002. There are a total of seven pieces of information on the approach to this junction, which a driver would have to ignore / disregard to make this left turn: banned-left-turn sign on the advanced direction sign on the approach, three proceed-straight-ahead arrows incorporated into the traffic signal heads, two straight-on arrow markings on the carriageway, and finally the banned-left-turn sign. Drivers are however deciding to ignore the signs, which are there for safety reasons and enable pedestrians to cross the road within the phasing of the traffic signals. Therefore we do not believe additional signs / markings would make any difference to wilfully negligent drivers.

This is essentially a Police enforcement issue as by ignoring the signs the drivers are committing a criminal offence, for which the Police as the sole highway enforcement agency has powers to deal with offenders.

The Police have already been informed of the concerns previously notified to us, but we will contact them again to request that extra resource is used to monitor this location.

**Question 5: Mark Sugden**

Were any significant issues identified and resolved when the scheduled gulley cleaning took place in Claygate in March 2013 and what are the intended gulley cleaning dates for Elmbridge in 2013/14?

**The Chairman will give the following response:**

Gully cleaning was carried out in Claygate during January and March and no significant issues were identified.

This year gully cleaning in Elmbridge is due to commence late October 2013 and continue until end of March 2014. The website is being updated and the 2013/14 programme will be published shortly.



**SCC LOCAL COMMITTEE IN ELMBRIDGE – 24 June 2013**

**AGENDA ITEM 9a**

**RESPONSE TO WRITTEN PUBLIC QUESTION SUBMITTED  
at the Elmbridge Local Committee on 25 February 2013**

**Question 1 :                Caroline Stevenson, Resident**

I would like to ask if the Members of the Elmbridge Local Committee are aware of the current dangers to children, pedestrians, horses and riders from fast traffic exiting the A309 Esher slip road and encountering these vulnerable road users, as well as the unexpected two-way traffic on Woodstock Lane South.

Vehicles leave the 50 mph A309 dual carriageway taking a wide left-curving slip road, and suddenly confront four major hazards.

1 There are children from The Oaks who often play between the site driveways, but with no pavement on either side, they are inevitably in the road. A child has been hit by a car here in the recent past. Pedestrians have no safe footway due to the irregularly-cut overgrowth from trees into the verges, pushing walkers onto the road.

2 There are horses and riders from three separate large stables along this short stretch of road.

Visibility is obscured by the bend in the road, and riders face oncoming traffic on the wrong side of the road, as they ride home. As lorries swerve back to the correct side of the road their loads can shift noisily, upsetting the horses. Horses have frequently been spooked, as well as hit, in this vicinity.

3 There is regular fly-tipping on this road, the amount often requiring Elmbridge to remove it by the truck load.

4 In addition, there is an on-going road surface problem, with water constantly leaking into pot holes which vehicles try to dodge around, (adjacent to The Oaks). After heavy rain this is a flood point too.

The current speed limit of 40 mph is sign-posted from the bottom of the slip road bend.

For the above reasons, I am requesting as a matter of urgency, a speed reduction to 30 mph. To improve visibility and reaction time I suggest the signs are attached from nearer the top of the off-slip road, where there are already lampposts to take them.

The request is only for this particularly hazardous stretch of Woodstock Lane South, to its T junction with Clayton Road.

**Further comments from Ken Huddart of Claygate Parish Council:**

I was delighted that Caroline Stevenson was able to put this question, and wish to support her by mentioning points that should be handled in the reply. I have now changed my view of the site. I did think that Claygate Parish Council had achieved what was necessary with the 40mph limit. But in researching her question, I have noted two relevant injury accidents in the five years to Feb 2011, for which I currently have records: one was a girl hit by a vehicle out of control, and the other (serious) a head-on/side-swipe collision. Although Caroline would like to see a 30mph limit (there are many precedents for this on exit slip roads), it may be more realistic to treat it as needing traffic calming of a route through a community. There is increasing official support for this sort of thing e.g. in *Manual for Streets*, and in the new Circular 01/2013, which repeatedly advocates the related matter of more 20mph limits. I well understand the limitations on traffic calming measures that would be acceptable here, and that one would have to concentrate on road markings, appearance changes and perhaps a gateway. Caroline has been able to identify an acceptable champion from within the dense traveller community, with whom you could establish real Localism. You would also note that the northernmost part of the community is a formal Surrey C.C. travellers' site, so you have an interest in keeping it safe.

**Letter from Kevin Ryan, Gypsy Liaison Officer at Epsom and Ewell Borough Council, to Surrey County Council's Highways Department:**

Dear Sir

**SPEED LIMIT ON WOODSTOCK LANE SOUTH**

I am responsible for managing the Oaks Traveller site in Woodstock Lane South on behalf of Surrey County Council. The site consists of 16 pitches, all of them occupied, and has a rather high number of children, 27 in all.

For some time now I have been very concerned about the speed of traffic along Woodstock Lane South which I believe poses a danger, not just for the residents living on the Oaks, but also for those living in the yards along this stretch of road, and horse riders, who I see on a regular basis. There is also a busy golf club entrance.

I have on many occasions witnessed motorists exiting the fast moving A309 and maintaining a similar high speed on Woodstock Lane South which is inappropriate for a single lane road. The access road from the Oaks is not very far from the A309 exit, so driving in and out of the site can be hazardous, regardless of the care taken by residents and visitors. In addition, Woodstock Lane South has no pavement or pedestrian pathway, so there is an increased potential for conflict between motorists and pedestrians.

As I have already stated, there are 27 children living on the Oaks and it is inevitable that, when playing, they will sometimes emerge in to the road, where I believe they are at high risk of being hit by a speeding vehicle. This in itself is, in my view, sufficient reason for giving serious consideration to a lower speed limit of, say, 30mph. The only other option would be to introduce speed humps.

I should be glad if you would please accept this letter as a request to consider a reduction in the speed limit on Woodstock Lane South

As a matter of courtesy I am sending a copy of this letter to Cheryl Poole, Community Partnerships and Committee Officer at Elmbridge Borough Council.

Yours faithfully,

[etc]

**The Chairman will give the following response:**

First of all on behalf of Surrey County Council I would like to apologise to all interested parties for the delay in responding to Mrs Caroline Stevenson's original question. This response attempts to answer the concerns originally raised by Mrs Stevenson, and also the comments made by Ken Huddart of Claygate Parish Council and Kevin Ryan, Gypsy Liaison Officer at Epsom and Ewell Borough Council.

The principal concern raised by Mrs Stevenson, Mr Huddart and Mr Ryan is the risk of conflict between vehicles entering Woodstock Lane South from the A309 and other road users in Woodstock Lane South: pedestrians, equestrians, cyclists, other drivers, and in particular the residents of The Oaks, many of whom are children.

The accident history for Woodstock Lane, between the A309 and the Golf Club entrance, shows that between 1<sup>st</sup> January 2009 and 31<sup>st</sup> October 2012, there were two personal injury collisions. Surrey Police's record of the collisions reports that one collision involved a driver driving on the wrong side of the road, and suggests that the driver was travelling too fast for the conditions. On the day of this first collision the road surface was slippery due to the weather. The actual speed of the vehicle is not recorded. The other collision involved a young child running into a vehicle that was reversing, and did not cite speed as being a contributory factor. These are the only two accidents recorded in the previous full three year period for which records are available – this is the normal time period for accident analysis.

The data held on record of accidents since 1987 shows only three further accidents along this same section, one occurred in 1987 of unknown factors, and another in 1992 involved drunk cyclists. The third occurred in 2006 and is more relevant to the concerns expressed, in so far as the Police record suggests the driver was exceeding the speed limit, and also travelling too fast for the conditions. The Police record also suggests that the road surface was slippery (due to the weather) and that the vehicle's tyres were illegally defective or under inflated. While every casualty is regrettable, this is a good accident record when compared to other locations.

A number of specific safety concerns are cited, some of which could be addressed by engineering measures:

- The speed of vehicles leaving the A309.

The opportunity to reduce the speed limit on the A309 Kingston Bypass from national speed limit (70mph) to 50mph was taken following the reduction to 50mph on the A3. Although there was no change to the speed limit in Woodstock Lane South at this time, the reduction of the speed limit on the A309 would have reduced the speed of vehicles entering Woodstock Lane South.

It is suggested by Mrs Stevenson and Mr Ryan that the speed limit in Woodstock Lane South itself should be reduced to 30mph. Mr Huddart and Mr Ryan suggest that traffic calming should be provided. All three call for a reduction in traffic speeds at this location. As Committee is aware, only speed limits that are in accordance with Surrey County Council's policy may be promoted by the Local Committee. In this case a 30mph speed limit would not comply with the speed limit policy. Under the current speed limit policy this section of Woodstock Lane South would be considered to be either a road with partial development (though not enough development to be defined as a village), or a Local Distributor or Access Road. The minimum speed limit allowed for in the speed limit policy for such roads is 40mph. The speed limit policy has been designed in the

knowledge that drivers only abide by speed limits where the road environment corresponds to the speed limit. Otherwise drivers simply disregard the speed limit and it is of no value. Therefore unfortunately a reduction of speed limit would be contrary to Surrey County Council's speed limit policy, and is unlikely to have any effect on driver behavior.

On the other hand it may be feasible to introduce traffic calming measures – signs, road markings, coloured surfacing, a gateway feature, etc – to encourage drivers to slow down. It may also be feasible to move the current 40mph terminal signs closer to the A309, and to make them more conspicuous to drivers. These measures would be relatively inexpensive, in the range £20k - £30k, and would necessitate feasibility, detailed design, and (for the moving of the speed limit signs) a traffic regulation order. If such measures were to be provided, they would complement the existing warning signs on the slip road advising drivers to be aware of horses on the carriageway, as well as the existing SLOW markings.

Road humps are not permitted for roads with a speed limit greater than 30mph.

Surrey Police are responsible for enforcement of speed limit in Surrey. If there is any suggestion that drivers are flouting the existing speed limit, it would be for Surrey Police to investigate and respond to according to their own priorities.

- There is no footway in this section of Woodstock Lane South.

Initial assessment suggests that a new footway connecting the different entrances to The Oaks may be possible. A feasibility study would be needed to confirm this, followed by detailed design and construction if Committee would like to take this forwards. The total cost of providing a new footway in this section would be in the range £50k - £75k. The wear in the existing verge suggests that pedestrians are already using the verge on the east side of the road, and so if a new footway were to be provided, it would be beneficial to the local community. At this stage no surveys have been completed to quantify demand.

- The change from one-way to two-way operation at the foot of the slip road.

Close inspection of the road markings at the foot of the slip road suggests that the road markings have changed in recent years. The current road markings may lead drivers leaving the A309 towards the centre of Woodstock Lane South. Previous road markings would have encouraged drivers to keep to the left hand side of the slip road, and therefore would have encouraged drivers to enter Woodstock Lane South on the correct side of the road. Surrey County Council will amend the road markings at this location, to encourage drivers onto the left hand side of the slip road, and to encourage drivers to join Woodstock Lane South on the correct side of the road. The cost of this change is minimal, and will be covered from Committee's Pooled Revenue.

- Vehicles driving on the wrong side of the road.

This concern corroborates with the Police record of a collision in this location, mentioned above.

This could be related to the change from one-way to two-way operation at the foot of the slip road. If so then the proposed change to the road markings should address this. If drivers are choosing to drive on the wrong side of the road elsewhere, in spite of the existing centre line marking, then there is no engineering measure that would address this; it is a case of poor driver behaviour.

- Overgrown vegetation pushes pedestrians into the carriageway.



Officers will inspect the vegetation and arrange for any overhanging vegetation to be cut back.

- Poor forward visibility due to the horizontal alignment of the road.

Where this poor visibility is due to bends in the road, Surrey County Council cannot improve the situation as this would necessitate acquisition of private land to be able to straighten the road or clear back the vegetation. Either way, the acquisition of private land is not feasible.

Where this poor visibility is due to overgrown vegetation, this should be resolved by cutting back the overgrown vegetation.

- Poor condition of the carriageway – evident by the presence of potholes.

Officers will inspect the road and arrange repairs for any Safety Defects. Any defects that are not large enough to be considered Safety Defects will be left for the next routine inspection. If officers consider that the road requires more substantial maintenance, we will add the road to the list for consideration by the Local Committee in the next round of prioritisation.

- Surface water ponding.

Surrey County Council cleared its surface water drainage system in Woodstock Lane South during 2011. Previously to this the underpass underneath the A309 would flood whenever there was significant rain. As a result of the clearance work in 2011 any surface water on Woodstock Lane South near The Oaks will discharge into our drainage system. Officers have monitored the situation since 2011 and are satisfied that the surface water drainage system is still operating as intended. The gullies in this section do tend to fill with silt relatively quickly, and therefore require regular attention to ensure the system continues to operate.

Notwithstanding the work completed in 2011, there is a British Telecom (BT) manhole cover in Woodstock Lane South, from which water discharges continuously. Officers have made BT aware of this, but to date the source of this water is unknown. In addition there is an occasional discharge of water from The Oaks site onto the carriageway in Woodstock Lane South. The residents of The Oaks have informed officers that this water originates from the A3; this discharge generally coincides with significant rain. Surrey County Council's surface water system, now that it is working, is adequate to deal with these water sources, although the water emanating from the BT manhole does make it appear as if there are puddles on the road, even when there is no rain. Officers will continue to investigate the source of this water with BT.

- Children playing in the road.

This is related to the fact that there is currently no footway in this section of Woodstock Lane South. It may be that if a footway were to be provided, that children would no longer play in the carriageway. On the other hand it may be that children would continue to play in the carriageway.

- Fly tipping.

This is the responsibility of Elmbridge Borough Council to respond to according to their statutory powers and responsibilities.

Ultimately it would be for the Local Committee to prioritise any of the measures suggested above, and to identify funding for the feasibility, detailed design and construction works. Surrey County Council's Local Committee for Elmbridge has divided its Highways budgets equally between its nine Divisional Members for this Financial Year, with priority decisions being made by individual Members. These

decisions were made in March 2013 to enable this Financial Year's programme of works to be delivered.

Prioritisation of schemes for next Financial Year's programme will take place during Autumn 2013. At this juncture Officers will make the Divisional Member aware of the possible scheme in Woodstock Lane South. If the Local Committee continues its strategy for allocation of Highways budgets into next Financial Year, it would be for the Divisional Member to decide whether this scheme is a priority.

In the meantime if the Local Committee considers the concerns described above to be a high priority, and should be addressed without delay, Officers would be pleased to commission the necessary feasibility study, if funding were to be made available from a Member's individual Member Allocation, or from the Local Committee's (non-Highway) Capital Allocation.



## **SCC LOCAL COMMITTEE IN ELMBRIDGE – 24 June 2013**

### **AGENDA ITEM 10 MEMBER QUESTIONS**

#### **Question 1: Stuart Selleck Member for Esher & East Molesey**

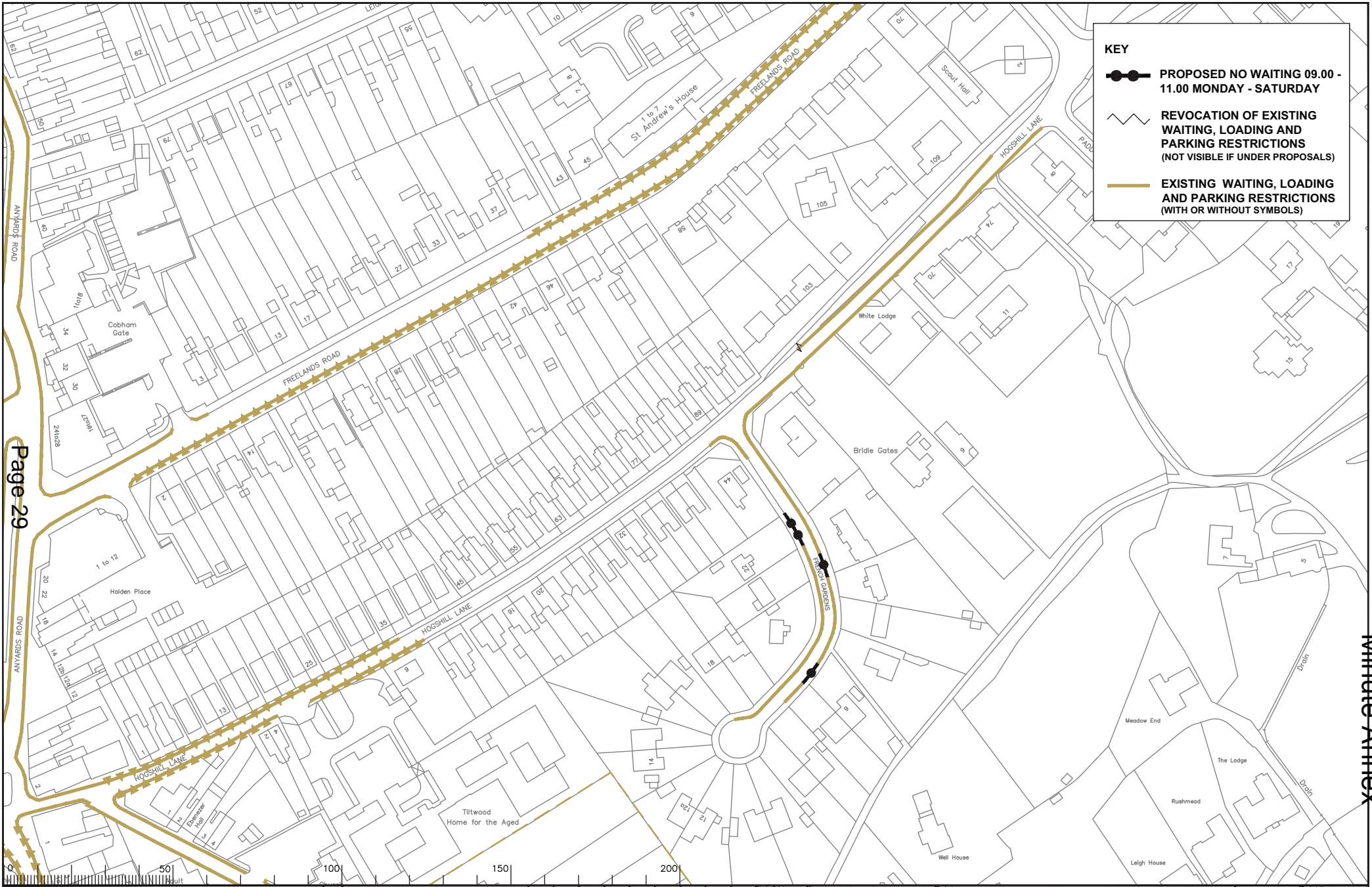
Business parking permits in Molesey have increased from £35 to £500 this year. As Surrey County Council is constantly promoting its business friendly agenda, would the Committee agree that such an increase does not conform with this stance? And consequently should we review the level of the current charge?

#### **The Chairman will give the following response:**

In April 2011, the County Council published the Surrey Transport Plan, the third Local Transport Plan for the county (as required by the Local Transport Act 2008 and Transport Act 2000). The plan contained a number of strategies, among them a parking strategy, which included reference to business permits. The strategy said that "they should only be for vehicles that are essential for the operation of the business and for which no alternative parking (either on street or off street) is available. They should not be issued to allow staff to park all day while at work, and to this end it is best if their use is time limited during the course of the operational hours of the zone." In another section it said that "there may on rare occasions be a case for issuing permits to businesses, but their issue and use should be tightly controlled. Such a permit should only be issued where commercial necessity is shown, and as such it is reasonable for the charge for a permit to reflect a rate more comparable to other commercial parking provision, such as car park season tickets. The minimum fee for a business permit should be £500." The transport plan and its contents were subject to an extensive and wide-spread consultation during 2010 before its adoption by the council in 2011. A number of business organisations were consulted, including the Elmbridge Business Network. There are very few controlled parking zones in Surrey where business permits are available. In Woking they have cost £310 for a number of years and we are looking at changing the cost in the current review of parking there, and in Camberley business permits cost £995. Increasing the fee in Elmbridge has brought the cost in line with the parking strategy, and with other areas of the county.

One of the reasons for making these changes is that East Molesey is a vibrant shopping and tourist centre, located right next to Hampton Court and the River Thames. Although we allow residents to purchase permits if they have no off street parking, we feel that the primary purpose of the on street parking during the day should be to accommodate visitors and customers to the local businesses. The cost of the business permits in the East Molesey controlled parking zone had not changed for many years and they appear to have been used by businesses for what effectively amounts to commuter parking for their staff. This contributed to a lack of turnover in the parking bays intended for the use of customers of the shops, cafes and restaurants in the area. We therefore expect most of the businesses in the area

to benefit from any reduction in the number of cars parking all day with business permits as there will be more space available for customers.



KEY

PROPOSED NO WAITING 09.00 - 11.00 MONDAY - SATURDAY

REVOCATION OF EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (NOT VISIBLE IF UNDER PROPOSALS)

EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)

Notes

Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	Changes to Parking and Waiting Restrictions	SDC	SDC	21.03.07	GT	GT	21.03.07	TPC	TPC	21.03.07
B	SYMBOLS ADDED TO LINETYPES	SDC	SDC	31.01.08	AJM	AJM	31.01.08	TPC	TPC	31.01.08
C	RESTRICTIONS AMENDED	SDC	SDC	08.09	SDC	SDC	08.09	TPC	TPC	08.09
D	RESTRICTIONS AMENDED/ADDED	CAH	CAH	09.11	AH	AH	09.11	TPC	TPC	09.11
E	RESTRICTIONS AMENDED	CAH	CAH	11.11	AH	AH	11.11	RH	RH	11.11



Based upon the Ordnance Survey mapping with the permission of the controller of the Major's Surveying Office. © Crown copyright. Unauthorised reproduction infringes copyright and may lead to prosecution or civil proceedings. Surrey County Council LA 070873 1996.			
Drawn by	DC	Sig.	DC
Checked by	AM	Sig.	AM
Approved by	TPC	Sig.	TPC

Date	10/05
Date	10/05
Date	10/05

ELMBRIDGE DPE  
COBHAM

IMPLEMENTED TRAFFIC ORDERS

SURREY  
COUNTY COUNCIL  
Sustainable Development  
Head of Transportation  
Roadway Design Unit

Project No.  
3282/ELM

Contract Sheet No.  
1394 v

Drawing No.  
E

Classification  
PROPOSED

This page is intentionally left blank

## ITEM 17 TABLED AMENDED APPENDIX 1

**Services for Young People in Elmbridge  
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 Elmbridge**

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 Elmbridge. 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 the number of young people in years 12 to 14 whose current activity was unknown (we had not yet confirmed whether or not they were participating in education, training or employment) had reduced by more than 70% when compared to March 2012. This is a decrease of over 250 young people. This means we can be much more confident that we are working to improve outcomes for all young people who are NEET in the borough.
- Molesey Youth Centre and its satellite, Hersham, delivered a total of 1,245 hours of Centre Based Youth work during 2012/13 compared to 1,160 hours in 2011/12. These two centres are also engaging with 106 young people who are at risk of becoming NEET in the future or have received Youth Restorative Interventions (YRIs), out of a total of 842, nearly 13%.
- 87% of 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.
- 1,562 young people in Elmbridge schools accessed online Information, Advice and Guidance as part of the Youth Engagement Contract.
- Since summer 2012 the Elmbridge Skills Centre has run three courses and supported a total of 17 young people. This puts it well on track to achieve the annual target of 25 young people during the 2012/13 school year.

**Key areas for development**

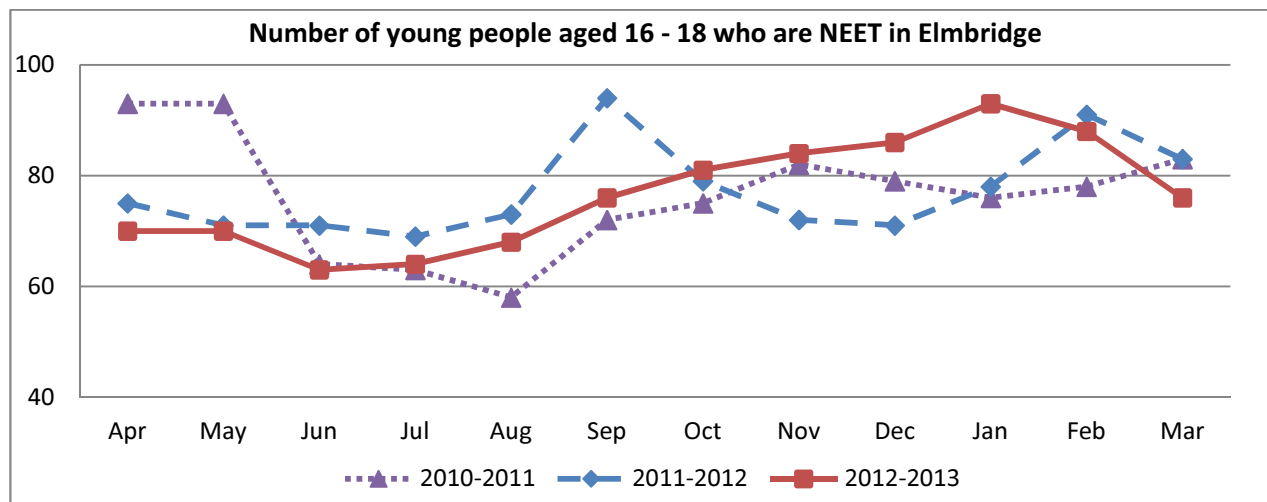
- Molesey Youth Centre had achieved Level 1 of the National Youth Agency Quality Mark. Walton Youth Centre is working towards this standard.
- As a result of sustained work, we now have the lowest number of young people in years 12 to 14 whose current activity is not known that has ever been achieved in Elmbridge. We have also improved data sharing with local post-16 learning providers which means we are finding out immediately when people

## ITEM 17 TABLED AMENDED APPENDIX 1

drop out of provision and become NEET. We need to continue to use this knowledge to increase participation during 2013/14.

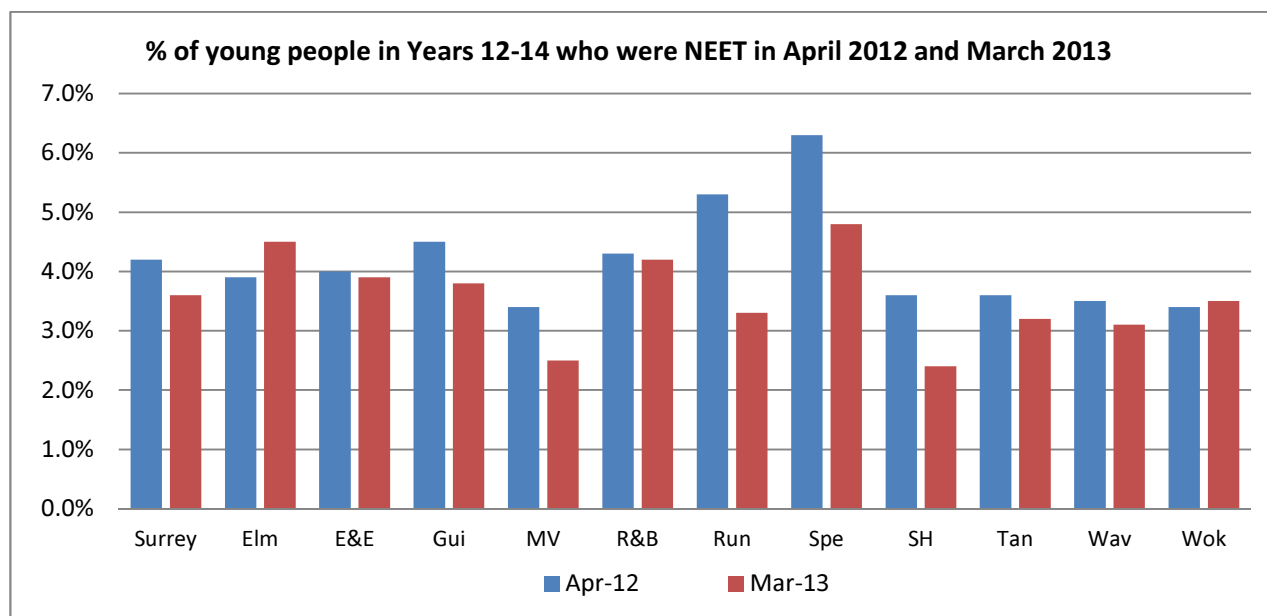
## 2 Participation for young people in Elmbridge

In March 2013 the number of young people in years 12 to 14 whose current activity was unknown had reduced by more than 70% when compared to March 2012. This is a decrease of over 250 young people. In this context, we ended the year with 7 fewer young people aged 16-18 who were NEET – 76 in March 2013 compared to 83 in March 2012 – a significant achievement.



During the year, at least 87 young people moved from being NEET to participating in education, training and employment in the borough.

87% of 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.



The number of young people in years 12-14 whose current activity was unknown has reduced from 356 in March 2012 to only 97 in March 2013 – 72.5% less.

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



## ITEM 17 TABLED AMENDED APPENDIX 1

**3 How have our commissions performed during 2012/13?****Centre Based Youth Work (Total contract value 2012/13 £26,242 plus 6.12 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
Molesey	374	176	10.6	Yes	176	34
Walton	100	72	5.1	No	72	28
Claygate (Satellite)	17	10	2.5	N/A	N/A	1
Hersham (Satellite)	871	666	12.2	N/A	N/A	72
Weybridge (Satellite)	-	-	-	N/A	N/A	-

**Local prevention framework**

Provider	Contract Value 2012/13 (£)	Young people engaged	Average sessions per young person
The Youth Consortium	117,000	102	5.4

**Year 11/12 Transition**

Provider	Contract Value 2012/13 (£)	Young people engaged	Young people PETE in January 2013
Working Links	47,000	65	55

**Youth Engagement Contract**

Provider	Contract Value 2012/13 (£) (pro-rated against 10-19 population)	Young people accessing U-Explore in Elmbridge Schools and post-16 learning providers	Young people accessing other online youth engagement services
Working Links	57,200	1,562	

**Youth Small Grants**

The £26,000 allocated to Elmbridge Local Committee for Youth Small Grants was allocated across 10 projects to support work with young people across the Borough. A full update on progress so far is provided in Appendix 2 to this report.

**Skills Centres**

The Elmbridge Skills Centre has now opened and is providing formal training and support to young people who would otherwise be NEET. It is currently based at Walton Youth Centre. Since summer 2012 three courses have run delivering provision to a total of 17 young people and putting us well on target to deliver to 25 young people by the end of the academic year.

This page is intentionally left blank