

# Agenda

Elmbridge  
Local Committee

## **Welcome to Elmbridge Local Committee**

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

## Discussion

Walton to Halliford Transport Study

Schools Places & Admissions Issues in  
Elmbridge

Surrey Fire & Rescue Annual Report



## Venue

**Location:** Council Chamber,  
*Elmbridge Civic Centre,  
Elmbridge Borough  
Council, Esher KT10  
9SD*

**Date:** Monday, 2 September  
2013

**Time:** 4.00 pm

# You can get involved in the following ways

# Get involved

## ***Write a question***

You can 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: [cheryl.poole@surreycc.gov.uk](mailto:cheryl.poole@surreycc.gov.uk)

Tel: 01372 832606



**Surrey County Council Appointed Members**

Mr Mike Bennison, Hinchley Wood, Claygate & Oxshott (Vice-Chairman)  
Mrs Margaret Hicks, Hersham (Chairman)  
Mr Peter Hickman, The Dittons  
Rachael I. Lake, Walton  
Mrs Mary Lewis, Cobham  
Mr Christian Mahne, Weybridge  
Mr Ernest Mallett MBE, West Molesey  
Mr Tony Samuels, Walton South and Oatlands  
Mr Stuart Selleck, East Molesey & Esher

**Borough Council Appointed Members**

Cllr David J Archer, Esher  
Cllr Nigel Cooper, Molesey East  
Cllr Barry Fairbank, Long Ditton  
Cllr Jan Fuller, Oxshott and Stoke D'Abernon  
Cllr Peter Harman, St George's Hill  
Hawkins, Walton South  
Cllr Neil J Luxton, Walton Central  
Cllr Dorothy Mitchell, Cobham and Downside  
Cllr John O'Reilly, Hersham South

Chief Executive  
**David McNulty**

			
Mrs Margaret Hicks (Chairman) Hersham	Mr Michael Bennison (Vice-Chairman) Hinchley Wood, Claygate & Oxshott	Mr Peter Hickman The Dittons	Rachael I Lake Walton
			
Mrs Mary Lewis Cobham	Mr Christian Mahne Weybridge	Mr Ernest Mallett MBE West Molesey	Mr Tony Samuels Walton South & Oatlands
	 <b>SURREY</b> COUNTY COUNCIL  <b>Local Committee (ELMBRIDGE)</b>  <b>County Councillors 2013-17</b>		
Mr Stuart Selleck East Molesey & Esher			

For councillor contact details, please contact Cheryl Poole, Community Partnership and Committee Officer ([cheryl.poole@surreycc.gov.uk](mailto:cheryl.poole@surreycc.gov.uk)/ 01372 832606) or visit [www.surreycc.gov.uk/elmbridge](http://www.surreycc.gov.uk/elmbridge)

			
Cllr David J Archer Esher	Cllr Nigel Cooper Molesey East	Cllr Barry Fairbank Long Ditton	Cllr Jan Fuller Oxshott & Stoke D'Abernon
			
Cllr Peter M Harman St George's Hill	Cllr Stuart Hawkins Walton South	Cllr Neil J Luxton Walton Central	Cllr Dorothy Mitchell Cobham & Downside
		 <p><b>Elmbridge</b> Borough Council <i>... bridging the communities ...</i></p> <p><b>Local Committee (ELMBRIDGE)</b></p> <p><b>Borough Council Co-optees 2013-14</b></p>	
Cllr John O'Reilly Hersham South			

For councillor contact details, please contact Cheryl Poole, Community Partnership and Committee Officer ([cheryl.poole@surreycc.gov.uk](mailto:cheryl.poole@surreycc.gov.uk) / 01372 832606) or visit [www.surreycc.gov.uk/elmbridge](http://www.surreycc.gov.uk/elmbridge)

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

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

## **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.

**1 APOLOGIES FOR ABSENCE.**

To receive any apologies for absence.

**2 MINUTES OF PREVIOUS MEETING**

(Pages 1 - 12)

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

**3 DECLARATIONS OF INTEREST**

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

Notes:

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

**4 CHAIRMAN'S ANNOUNCEMENTS**

To receive any Chairman's announcements.

**5 PETITIONS (AGENDA ITEM ONLY)**

To receive any petitions in accordance with Standing Order 68. Notice should be given in writing or by e-mail 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.

**5a PETITION RESPONSE - PARKING in DOUGLAS RD (FOR DECISION)**

(Pages 13 - 18)

To provide Members with an Officer response to the petition regarding the lack of parking in Douglas Rd, Esher submitted to the Local Committee on 24th June 2013.

**5b PETITION RESPONSE - SPEED LIMIT in BYFLEET RD (FOR INFORMATION)**

(Pages 19 - 24)

To provide Members with an Officer response to the petition requesting a reduction in speed limit from 50 mph to 40 mph in Byfleet Rd., Weybridge submitted to the Local Committee on 24th June 2013.

**6 PUBLIC QUESTION TIME (AGENDA ITEM ONLY)**

To answer any questions from residents or businesses within the Elmbridge 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.

**7 MEMBER QUESTION TIME (AGENDA ITEM ONLY)**

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

**8 HIGHWAYS UPDATE (FOR DECISION)**

(Pages 25 - 36)

This report summarises progress with the Local Committee's programme of Highways works for the Financial Year 2013-14 and also asks the Committee to approve the strategy for allocation of budgets for the next Financial Year.

**9 ASTON ROAD AND THE AVENUE TRAFFIC CALMING CONSULTATION (FOR DECISION)**

(Pages 37 - 48)

Aston Rd and The Avenue are to be resurfaced later in this financial year and at the request of the Divisional Member, local residents have been consulted on whether they would like to keep or remove the existing traffic calming.

**10 WALTON TO HALLIFORD CORRIDOR TRANSPORT STUDY (FOR DECISION)**

(Pages 49 - 54)

This report proposes a study to examine the impact of the new bridge on traffic and travel patterns in the Walton to Halliford Corridor.

**11 A244 WALTON BRIDGE-TRAFFIC REGULATION ORDERS (FOR DECISION)**

(Pages 55 - 58)

As part of the programme to complete the final road layout of the approaches to the new Walton Bridge, traffic calming, adjustments to speed limits and weight restrictions are to be introduced. This report requests the authorisation to advertise and make the necessary Traffic Regulation Orders and Traffic Calming Notices.

**12 PARKING UPDATE (FOR DECISION)**

(Pages 59 - 66)

This report asks the Committee to consider the level of charge for business permits in the East Molesey controlled parking zone and whether to include residents of Elmgrove Mews in permit scheme F.

**13 SCHOOLS PLACES AND ADMISSIONS ISSUES IN ELMBRIDGE (FOR INFORMATION)**

(Pages 67 - 78)

This report comprises of analysis of the sufficiency of primary and secondary school places and associated admissions issues in Elmbridge and includes a summary of the financial and legal context of school place planning in Surrey.



**14 CONSULTATION ON FIRE ENGINE DEPLOYMENT IN THE BOROUGH OF SPELTHORNE (FOR INFORMATION)** (Pages 79 - 96)

This report asks the Committee to note the consultation on the proposal taking place and provide feedback on this proposal.

**15 SURREY FIRE & RESCUE ANNUAL REPORT (FOR INFORMATION)** (Pages 97 - 108)

This report contains information on the various activities undertaken by the Borough team to reduce the risk from fire, water and road traffic incidents to the residents of Elmbridge Borough.

**16 LOCAL COMMITTEE BUDGETS 2013/14 UPDATE (FOR INFORMATION)** (Pages 109 - 116)

This report provides details of the projects that have been funded through the Members' Allocation and Local Committee capital budgets to date since May 2013.

**17 WITHDRAWAL OF PETERBUS 4 & SERVICE 457, ALTERNATIVE PROPOSALS DISCUSSION (AGENDA ITEM ONLY)**

<b>Future Meetings of the Elmbridge Local Committee 2013-14</b>		
<b>Date</b>	<b>Time</b>	<b>Venue</b>
Monday 18 <sup>th</sup> November 2013	16:00	Council Chamber, Elmbridge Borough Council
Monday 24 <sup>th</sup> February 2014	16:00	Council Chamber, Elmbridge Borough Council

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**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

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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

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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:

## ITEM 2

- (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.

## ITEM 2

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

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**Chairman**

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**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (ELMBRIDGE)****DATE: 2 SEPTEMBER 2013****LEAD OFFICER: NICK HEALEY, NE AREA TEAM MANAGER****SUBJECT: PETITION RESPONSE – PARKING IN DOUGLAS ROAD, ESHER****DIVISION: EAST MOLESEY & ESHER****SUMMARY OF ISSUE:**

To update members on the investigations carried out, the results obtained, the conclusions and recommendations made, following the petition to the June meeting of this committee.

This report updates members following the petition received from Mr M Wheeler, accompanied by a verbal presentation highlighting parking concerns following a letter from the Police threatening to prosecute vehicles parked illegally off the carriageway. This report presents the results of those findings.

**RECOMMENDATIONS:**

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

- (i) They await the outcome of the Planning permission to ascertain what the implications on parking will be and once this is known then consider a solution in isolation or combined with the School expansion.

**REASONS FOR RECOMMENDATIONS:**

To ensure that the best use is made of the limited funding available to the Local Committee.

**1. INTRODUCTION AND BACKGROUND:**

1.1 Members are reminded that a petition was submitted to the June 2013, meeting of the Local Committee, concerning parking arrangements in Douglas Road, Esher, but in particular following a letter to residents from Surrey Police.

1.2 The letter states that the Police have used their discretion in the past regarding vehicles parked on the grassed areas of Douglas Road, and being driven across footways. A recent incident however has caused them to now treat this more seriously.

## ITEM 5a

- 1.3 It is an offence under Section 28 of the Town Police Clauses Act 1847 and Section 72 of the Highways Act 1835, to drive on a footpath. To this end, the Police have advised that vehicles seen driving on a footpath, or parked in such a position where it would have been driven on a footpath, may have a fixed penalty notice issued to the registered keeper.
- 1.4 In the past the Elmbridge Housing Trust, who own many of the grassed areas, worked closely with the then Local Transportation Service, to finance and deliver local parking improvements.
- 1.5 A feasibility study was carried out of the parking arrangements in Douglas Road and Farm Road, Esher, which was completed in May 2003.
- 1.6 A full public consultation of the findings was carried out with residents on the 6th August 2003, and this resulted in a report to the Local Committee on the 22nd September 2003.
- 1.7 The report recommended elements of the proposal which had received considerable support, namely parallel bays on Douglas Road between numbers 105-123, 65-95 and 41-63, and to carry out works to the overrun areas for the S bends. Support had not been received for the Courtyard elements and this was dropped. However additional areas, which resulted directly from the consultation but did not form part of the original proposal, were recommended for further investigation between numbers 97-103.
- 1.8 The Committee approved the scheme and the works were carried out during the following months.

## **2. ANALYSIS:**

- 2.1 A 7.5 tonne weight restriction operating between 22.00hrs and 06.00hrs was introduced some years ago by way of Traffic Regulation Order at the request of local residents. Surrey Police are responsible for the enforcement and any contravention of this restriction.
- 2.2 Outside of these restricted hours a number of HGV's use the road, and it is also a bus route between Wood End and Mill Lane, with an hourly service.
- 2.3 The residential area is a mixture of privately owned properties and residences owned by the Housing Trust.
- 2.4 A copy of the June 2013 petition has been copied to the Elmbridge Housing Trust, to enable them to consider the implications as much of the grassed areas remain in their ownership, and any additional parking provision would undoubtedly require some of this land. To date a formal response has not been received.
- 2.5 In law no one has any right to park upon any highway (including carriageway, footway and verge) in this country. Any parking could be considered an obstruction of the basic right of anyone to 'Pass and Repass' without let or hindrance. This is covered under Section 137 of the Highways Act 1980.



- 2.6 Although parking is accommodated where it can be done so in safety, when and if this is compromised, traffic management tools are used such as waiting restrictions to control this activity.
- 2.7 A proposal to expand Cranmere Primary School from September 2014 is currently in the consultation stage. The current proposal is the erection of new single storey Primary School (630 places) and Nursery (26 places) together with provision of parking for staff (37 spaces), cycle and scooter parking with access off Arran Way; layout of outdoor play areas and sports pitches and landscaping; demolition of existing Cranmere School buildings (other than caretaker's bungalow) and removal of hardstanding at The Drive; and alterations to Arran Way associated with provision of dedicated footpaths for the proposed school.
- 2.8 Highway alterations may be required to facilitate this expansion, however any such alterations would be considered and determined through the Planning process.

### **3. OPTIONS:**

- 3.1 Limited waiting parking restrictions could be used to manage areas of carriageway where parking can be accommodated in safety during the day and /or during the hours where the 7.5T lorry restriction is in operation, whilst double yellow lines would control areas where parking must not occur at any time.
- 3.2 This would require further investigation by the Parking Team to ascertain whether this would provide sufficient parking to meet the anticipated demand. Any changes would also require formal consultation as would any Traffic Order making process.
- 3.3 It is hoped that the Housing Trust will react positively to the details of the petition, as additional land will be crucial to any possible additional parking provision together with any financial undertaking that they are able to contribute.
- 3.4 Any changes to the highway layout as a consequence of any planning application would affect both the layout and available parking arrangements. Attempting to second guess this ahead of a planning application would undoubtedly result in abortive cost and further changes.
- 3.5 It would be advantageous to await the outcome of the Planning process to determine if any highway and/or parking improvements can be incorporated in conjunction with planning application with possible Section 278 or Section 106 agreements.

### **4. CONSULTATIONS:**

- 4.1 The Housing Trust has been alerted to this petition.

### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 In the absence of any external funding, such as contributions from the Elmbridge Housing Trust, Developer Section 278 or Section 106 funds, all

funding for feasibility, design, and construction would have to be met from the Committee’s Capital and Revenue allocations.

**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.

**7. LOCALISM:**

7.1 Any parking arrangements considered, either as new construction or in the form of waiting restrictions would be the subject of formal consultation with residents and affected stakeholders.

**8. OTHER IMPLICATIONS:**

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

**9. CONCLUSION AND RECOMMENDATIONS:**

9.1 The expansion of Cranmere School may result in changes to the highway network.

9.2 It would not be prudent to make any changes to the area ahead of knowing the outcome of the Planning application relating to Cranmere School.

9.3 It is recommended to await the outcome of the Planning permission to ascertain what the implications on parking will be and once this is known then consider a solution in isolation or combined with the redevelopment.

**10. WHAT HAPPENS NEXT:**

10.1 The planning process relating to the development of Cranmere School will run its course. Residents and Members will be able to engage with this process

- 10.2 Once the Planning process has concluded, this Committee will review the implications and consider what measures should be implemented in response.

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**Contact Officer:**

Nick Healey, NE Area Team Manager, 03002001003

**Consulted:**

Elmbridge Housing Trust

**Annexes:**

None

**Sources/background papers:**

Committee Report 22<sup>nd</sup> September 2003.

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**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (ELMBRIDGE)**

**DATE: 2 SEPTEMBER 2013**

**LEAD OFFICER: NICK HEALEY, NE AREA TEAM MANAGER**

**SUBJECT: PETITION RESPONSE – A245 BYFLEET ROAD, WEYBRIDGE**

**DIVISION: WEYBRIDGE**



**SUMMARY OF ISSUE:**

To update members on the investigations carried out, the results obtained, the conclusions and recommendations made, following the petition to the June meeting of this committee.

This report updates members following the petition received from Borough Councillor Peter Harman, accompanied by a verbal presentation by County Councillor Christian Mahne, highlighting concerns of vehicular speed along the A245, but in particular near Camp End Road. A report to the Committee was agreed following further investigation. This report presents the results of those findings.

**RECOMMENDATIONS:**

**For information only.**

**REASONS FOR RECOMMENDATIONS:**

The current 50mph speed limit on the A245 Byfleet Road is the appropriate limit and complies with the current speed limit policy, in the context of which the Committee resolved to approve a reduction from 60mph to 50mph in December 2008.

## **1. INTRODUCTION AND BACKGROUND:**

- 1.1 Members are reminded that a petition submitted to the September 2008, meeting of the Local Committee, concerning speeding of vehicular traffic along the A245 Byfleet Road, requested a 30 mph speed limit be applied to the road.
- 1.2 The road was assessed and under the speed limit policy the Committee were able to agree to reduce the limit from unrestricted 60mph to 50mph, in December 2008.
- 1.3 A further 109 signatory petition was submitted to the June 2013, meeting of the Local Committee, requesting a reduction in speed limit from 50mph to 40mph.
- 1.4 Byfleet Road is the A245, which is a principal route on the County network linking the A3 trunk road at the Painshill interchange to the Borough boundary with Woking. The road in question is 2.0 km long and runs more or less east/west.
- 1.5 Due to the environmental conditions of the surrounding area, with the A3 trunk road to the east, St Georges Hill private estate to the north, hotel and golf course to the south, vehicular traffic is very limited in its ability to access the area without using this route.
- 1.6 The road is currently subject to a 50mph limit and is well lit by a continuous system of street lighting. A continuous pedestrian footway is provided on the southern side of the road only.
- 1.7 The Surrey County Council (SCC) database, supplied by Surrey Police, of personal injury accidents shows that between 1 January 2011 and 31 May 2013, there have been 17 personal injury accidents along this 2 km length of the A245, one of which was a fatal, the remainder were all slight injury accidents. None of the accidents recorded by Surrey Police were deemed as being speed related.
- 1.8 Speeding is essentially a Police enforcement issue as driving in excess of the posted speed limit is a criminal offence, for which the Police as the sole highway enforcement agency, have powers to deal with offenders who unashamedly flout the law, quickly and effectively.

## **2. ANALYSIS:**

- 2.1 The 85<sup>th</sup> percentile speed is the speed at or below which 85% of vehicles are travelling.
- 2.2 A permanent full time data recording station is sited on the A245 Byfleet Road, in the vicinity of the Silvermere Pet Cemetery. Data obtained from this shows that the 24 hour, monthly average 85<sup>th</sup> percentile speed of the Eastbound traffic along the road to be 41mph, with a daily eastbound flow of 12,639 vehicles.
- 2.3 Similarly the West bound data shows that the 24 hour, monthly average 85<sup>th</sup> percentile speed to also be 41mph, with a daily westbound flow of 13,943 vehicles.

- 2.4 The 85<sup>th</sup> percentile speeds suggest a very good level of compliance with the existing 50mph speed limit. However Members should bear in mind that the road is heavily congested at certain times of the day. This congestion reduces traffic speeds, and therefore skews any speed measurement downward.
- 2.5 It is also possible that the undulating vertical alignment of the road also reduces traffic speeds, as it restricts forward visibility for drivers. To get a true picture of the “natural” speed of the road, it would be necessary to survey speeds in free flow conditions.

### **3. OPTIONS:**

- 3.1 Surrey County Council (SCC) has a speed management policy for determining and applying speed limits on the public highway. This was updated in 2005 to reflect the changes arising from the Department of Transport’s revised speed limit guidance, and again in 2010. This later amendment allows the Cabinet Member for Transport and the Environment to consider the limit if the Committee resolve that a limit is introduced in discord with the policy. This Policy has been used to assess the limit on the A245 Byfleet Road.
- 3.2 The road is currently subject to a 50mph, following reassessment in 2008.
- 3.3 SCC’s policy on speed limits is that they should only be lowered if there is a good chance that motorists will observe the new lower limit. The rationale for this policy is that drivers will often ignore a speed limit if it is set much lower than the natural speed for that road. This could lead to a general lack of respect for speed limits, which could in turn increase the number of casualties on Surrey’s roads.
- 3.4 Experience has shown that lowering a speed limit on its own will not necessarily reduce speeds sufficiently. If a speed limit is set much lower than the existing traffic speeds then motorists are likely to ignore the limit unless the character of the road or environment indicate otherwise. There are likely to be insufficient police resources to provide effective enforcement for locations where speed limits are unrealistic.
- 3.5 If the average speeds are substantially above the proposed speed limit then the options are either to:
- (i) Retain the existing higher speed limit in order to manage speeds at a realistic level or;
  - (ii) Implement other speed management measures to achieve speeds closer to the preferred limit, and then introduce the lower limit.
- 3.6 Any proposed changes in speed limit should be undertaken in consultation with Surrey Police, as they will have the responsibility for the enforcement of the new speed limit.
- 3.7 In rural areas the default national speed limit on single carriageway roads is 60mph. However in villages with extensive roadside development, it is SCC policy that the speed limit should be the same as the standard limit in an urban area (30mph). In order to be classified as a village for 30mph speed limit assessment purposes, SCC guidance is that a settlement should have:-

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- (i) At least 20 houses within 600 metres along its main road
- (ii) A clear limit to its extent, characterised by a change in roadside frontage
- (iii) Community facilities at its core e.g. shops, pub, church, green etc.

- 3.8 Other rural roads without extensive or partial roadside development are divided into Tier 1 and Tier 2 roads depending on their position within Surrey's Distributor Road Network
- 3.9 Tier 1 roads are primary roads consisting of trunk roads and main A Class roads plus some important B-Class roads. These would have a preferred limit of 50 or 60 mph depending upon the rate of personal injury collisions per 100 million vehicle km. 50 mph for more than 35 and 60 mph for less than 35 personal injury collisions per 100 million vehicle km.
- 3.10 Tier 2 roads are district distributors, local distributors and access roads. There are some A-class roads but these are mainly B, C, and unclassified D roads. These would have a preferred limit of 40 or 50 mph depending upon the personal injury collision rate per 100 million vehicle km. 40 mph for more than 60 and 50 mph for less than 60 personal injury collisions per 100 million vehicle km
- 3.11 Byfleet Road is classified as a Tier 1 road, and hence should have a preferred limit of either 50 mph or 60 mph, in accordance with the current policy. In addition when the calculation for personal injury collisions per 100 million vehicle km is undertaken a figure of 34.19 is reached, which confirms the preferred limit for the road at 60mph.
- 3.12 When this assessment was carried out in 2008, the calculation for personal injury collisions per 100 million vehicle km resulted in a figure of 46, and hence the limit was reduced from 60mph to 50mph. This was based upon the accident rate at the time of 26, compared with 17 now, and a slightly higher daily volume of 27522, compared with 26582.

### **4. CONSULTATIONS:**

- 4.1 Informal consultation has been carried out with Surrey Police and their view is that they agree with the assessment carried out, and that the current 50mph speed limit is the most appropriate limit for the nature of the road.

### **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. It is also possible that some electrical works would be required. Whilst likely costs are difficult to establish until a design is available, it is likely that a reduction in speed limit, if it were to proceed would cost in the region of £5,000.

### **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.



**7. LOCALISM:**

7.1 The Local Committee prioritises its expenditure according to local priorities.

**8. OTHER IMPLICATIONS:**

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

**9. CONCLUSION AND RECOMMENDATIONS:**

9.1 The Local Committee agreed to reduce the speed limit from 60mph to 50mph at their meeting of the 8<sup>th</sup> December 2008, following a speed limit reassessment.

9.2 The road has again been reassessed, following the petition submitted in June, and the appropriate limit shown to now be 60mph based upon the latest data.

9.3 It is not proposed to recommend raising the current 50mph limit back to 60mph.

9.4 It is not recommended to reduce the speed limit on the A245 from its current 50mph to 40mph, as this would be in discord with the County speed limit policy. In accordance with paragraph 37 of the current policy the Committee are however able to exceptionally request that the Cabinet Member for Transport and Environment be asked to consider the speed limit.

**10. WHAT HAPPENS NEXT:**

10.1 There will be no change and the speed limit along the A245 Byfleet Road will remain at 50mph in accordance with the speed limit policy.

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**Contact Officer:** Nick Healey, NE Area Team Manager, 03002001003

**Consulted:** Surrey Police

**Annexes:** None

**Sources/background papers:** SCC Speed limit policy

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## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (ELMBRIDGE)

DATE: 2<sup>nd</sup> SEPTEMBER 2013

LEAD OFFICER: NICK HEALEY, AREA TEAM MANAGER (NE)

SUBJECT: HIGHWAYS UPDATE

DIVISION: ALL

**SUMMARY OF ISSUE:**

This report summarises progress with the Local Committee's programme of Highways works for the Financial Year 2013-14.

Committee is asked to approve the strategy for allocation of budgets for next Financial Year.

**RECOMMENDATIONS:****The Local Committee (Elmbridge) is asked to:**

- (i) Approve the construction of a scheme to reduce casualties at the junction of Fairmile Lane and Leigh Hill Road, Cobham, and all associated consultative legal procedures, in the event that funding becomes available for this scheme (paragraph 2.7 refers);
- (ii) Authorise the Area Team Manager in consultation with the Chairman, Vice Chairman, and relevant Divisional Member(s), to identify and prioritise schemes to ensure the remainder of this Financial Year's budgets are fully invested in the road network in Elmbridge (paragraph 2.17 refers);
- (iii) Approve the strategy for allocation of next Financial Year's budgets as detailed in Table 4 (paragraphs 2.19 to 2.23 refer);
- (iv) 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.

**REASONS FOR RECOMMENDATIONS:**

The recommendations are intended to facilitate delivery of the 2013-14 Highways programmes funded by the Local Committee and to facilitate development of Committee's 2014-15 Highways programmes, while at the same time ensuring that the Chairman, Vice Chairman and relevant Divisional Members are fully and appropriately involved in any detailed considerations.

## 1. INTRODUCTION AND BACKGROUND:

1.1 Surrey County Council's Local Transport Plan (LTP) aims to improve the highway network for all users. In general terms it aims to reduce congestion, improve accessibility, reduce the frequency and severity of road casualties, improve the environment, and maintain the network so that it is safe for public use.

1.2 The Local Committee in Elmbridge has been delegated Highway budgets in the current Financial Year 2013-14 as follows:

- Local Revenue: £266,620
- Community Enhancement: £45,000
- Capital Integrated Transport Schemes: £202,084
- Capital Maintenance: £202,084
- Capital underspend carried forward from 2012-13: £59,030
- **Total: £774,818**  
(2013-14 budget £715,788 + 2012-13 carry forward £59,030)

1.3 The funds delegated to the Local Committee are in addition to funds allocated at a County level to cover various Highways maintenance and improvement activities, including inspection and repair of safety defects, resurfacing, structures, vegetation maintenance, and drainage.

## 2. ANALYSIS:

### Annual Local Revenue and Capital Programmes

2.1 In November 2012 Committee approved the 2013-14 budget allocations shown in Table 1 below:

**Table 1 Approved allocation of budgets for 2013-14**

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

2.2 The Pooled Revenue is being used to fund the following activities:

- Ditching programme in partnership with Elmbridge Borough Council: £40,000
- Community Gang (1 week in 3): up to £52,000
- Extra jetting (6 weeks spread through the FY): £36,000
- Contribution to Annual Parking Review: £10,000
- Signs and road markings
- Other reactive maintenance works

2.3 Street Smart is a responsive service provided by Elmbridge Borough Council, which undertakes a variety of minor environmental maintenance activities. For example cutting back overgrown vegetation, removing fly-posters or re-fixing signs. Members are encouraged to suggest works for Street Smart to the Maintenance Engineer, or to the appropriate officers of Elmbridge Borough Council, who will coordinate and prioritise suggestions.

2.4 This Financial Year officers have worked with Kier (May Gurney) to arrange a Community Gang to undertake ad hoc minor civil engineering tasks. For example minor carriageway or footway patching, re-setting kerbs and slabs, or dealing with minor drainage concerns. Again Members are encouraged to suggest works for the Community Gang to their Community Highways Officer, or to the Maintenance Engineer.

2.5 Table 2 below summarises progress with last Financial Year's Integrated Transport Schemes that have been carried forwards into 2013-14.

**Table 2 Progress with carried forward Capital Programme**

Scheme	Description	Progress	Cost
Weybridge Station	Review of highway network in the vicinity of Weybridge Station Feasibility only this FY	In feasibility – on completion will need to review with Divisional Member	tbc
Oxshott Speed Management Package	Phase 1: Extension of speed limit Phase 2: Hard standing for mobile enforcement	Phase 1 completed in 2012-13 Phase 2 in design	Funded by Road Safety Team
Cleves School	New pedestrian crossing	Complete	Costs to be covered by developer contributions
Fairmile Lane safety improvements	Casualty reduction scheme at junction with Miles Lane	In design – recommended to proceed to construction should funding become available.	tbc
Church Street, Cobham – Weight Restriction	New weight restriction.	Power supply connections to illuminated signs need to be made.	£5,300
Manor Court	LSR	Variation order on receipt of final account for last FY's scheme	£500
Ashley School	Improved pedestrian crossing facilities	Stage 3 Road Safety Audit works	£2,000 <i>(Possible developer funding)</i>
Ockham Lane	New weight restriction	Contribution to joint scheme with Guildford Local Committee	£1,000

2.6 No funding has been identified for construction of the Weybridge Station schemes. At the conclusion of this feasibility study officers will review any

## ITEM 8

options identified with the Divisional Member, before making recommendations as to which measures should be taken forwards for detailed design and construction. Alternatively if the available options are not considered adequate, the scope of the feasibility study could be broadened to consider what measures could be implemented in the context of an Intermediate or Major Scheme.

2.7 The Fairmile Lane scheme is a casualty reduction scheme. It is recommended to construct this scheme should funding become available, either through the Local Committee or from developer contributions. Therefore a recommendation has been made to facilitate the delivery of this scheme, should funding become available.

### 2013-14 Divisional Programmes

2.8 The Divisional Programmes have been developed in consultation with Members to invest the nine £55,643 Divisional Allocations in maintenance and improvement schemes across the Borough. Although it is not possible to spend precisely £55,643 in each Division, the Divisional Programmes have been designed to provide as even a share in each Division as is reasonably practical.

2.9 Table 3 details progress with this Financial Year's Divisional Programmes.

**Table 3 Progress with 2013-14 Divisional Programmes**

Location	Proposed works	Cost	Status
New Road, West Molesey	New Traffic Island	£20,000	Ordered, awaiting programming. Cost increased as two traffic islands needed; only one island was anticipated.
St Peter's Road, West Molesey	New drainage system	£45,000	In design.
Limes Road, Weybridge	LSR, whole road	£12,300	Complete.
Old Avenue, Weybridge	LSR, from bellmouth to outside Clevedon	£5,000	Complete. Cost reduced as extent of resurfacing reduced to bellmouth only following walk-through.
Mulberry Close, Walton	Footway slurry	£4,300	Complete.
Churchfield Place, Weybridge	Footway slurry, one side only, 3no. Gullies and reprofile to prevent ponding at junction	£15,000	Footway complete. Drainage works to follow.
Coveham Crescent, Cobham	LSR, whole road	£41,300	Complete.

Location	Proposed works	Cost	Status
Stoke Road, Cobham	Speed limit feasibility	£10,000	Feasibility due to be completed in September 2013.
Westcar Lane, Hersham	LSR, at junction with Burwood Road and other needy sections		Complete. Costs now covered by Project Horizon.
Pratts Lane, Hersham	LSR, whole road	£4,000	Complete. Cost reduced as extent of resurfacing reduced following walk-through.
Linfield Close, Hersham	LSR, whole road	£22,000	Complete. Cost increase due to tar.
Burwood Road, Hersham	School safety measures feasibility study	£5,000	Feasibility due to be completed in October 2013.
Meadow Road, Claygate	LSR, whole road	£96,000	Complete. Cost increase due to tar. <i>Torrington Road was resurfaced at the same time as part of Project Horizon Year 1 programme.</i>
Wrens Hill, Oxshott	LSR, bellmouth only	£4,900	Complete. £2,000 contribution from Member. £1,800 contribution from Residents' Association.
Trystings Close and Oakhill	LSR	£20,000	Complete. Additional scheme.
Winterdown Road, Esher	LSR, whole road	£112,000	Complete. Cost increased as resurfaced Garson Road at same time. £3,888 contribution from Member.
Manor Road jw Arnison Road	LSR, junction only	£23,000	Completed as single scheme with Vine Road jw Church Road.
Vine Road jw Church Road	LSR, junction only		Completed as single scheme with Manor Road jw Arnison Road.
Long Ditton Schools	School safety measures feasibility study	£20,000	In feasibility
Windmill Lane, Thames Ditton	LSR, Effingham Road end only		Full length due to be resurfaced in October 2013 under Project Horizon.
Carlton Road, Walton	Footway slurry	£30,000	Complete.

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Location	Proposed works	Cost	Status
Mayo Road, Walton	LSR	£14,000	Complete. Cost reduced following walk-through.
Rydens Road	New pedestrian crossing	£4,000	Feasibility / detailed design only this Financial Year. Funded from £3,888 contribution from Member.
Anderson Road, Weybridge	LSR	£13,000	Complete. Cost reduced following walk-through.
Oatlands Drive, Walton	Cycle lanes and traffic calming	£27,000	In design.
<b>Total programme value, including carried forward Capital Schemes</b>		<b>£556,600</b>	

2.10 Despite changes in the costs of a number of the individual schemes, the total programme value is only £15,000 more than that reported to Committee in June 2013. A number of LSR schemes have increased in value due to the cost of disposal of tar. Some LSR schemes have reduced in value due to judicious choice of materials, or due to reductions in the extents of those schemes following site walk-through. Garson Road, Trystings Close and Wrens Hill have been added to the programme, and there are costs associated with last Financial Year's carry forward schemes.

2.11 The total value of the capital programme exceeds the £500,788 total value of the Divisional Allocations by approximately £56,000. This excess can be funded from the £59,030 carried forward from last Financial Year, leaving a small contingency to cover any further unforeseen cost variation.

2.12 In November 2012 petitions were received by the Local Committee relating to safety concerns outside schools in Burwood Road, Hersham, and in Long Ditton. Then in February 2013 officers recommended that feasibility studies be commissioned for both sites. The Area Team Manager stated at the time that if funding were to be allocated for these studies in 2013-14, the studies could be completed in time to report to Committee in September 2013 – this was an assumption on behalf of the Area Team Manager, which has proven false.

2.13 The two Divisional Members allocated funding, and Surrey County Council's Design Team was briefed in April 2013 to conduct the feasibility studies. When Surrey County Council's design team was briefed to undertake the feasibility study, they allocated resource for the third quarter of the Financial Year 2013-14. The Design Team prioritise those schemes that are fully funded for implementation in any Financial Year, to ensure that these are delivered on site during the course of that Financial Year.

2.14 There is currently no funding allocated to implement any measures that might be recommended by the Burwood Road feasibility study. There is approximately £15,000 allocated to begin to implement measures that arise



out of the Long Ditton feasibility study, but this is unlikely to fund any measure(s) in its entirety, and so construction would need to begin very late in the Financial Year, with funding identified in the new Financial Year to complete the measure(s).

- 2.15 Work will begin on the Burwood Road feasibility study in October, in time to report to Committee at its meeting on 18th November. The Long Ditton feasibility study is expected to conclude after in January 2014. The studies will present feasible options to address the concerns raised, together with the likely costs of those options, and the steps that would be needed to implement those options in terms of public consultation, legal processes, etc.
- 2.16 This will give Committee the opportunity to allocate funding to implement some or all of the recommended measures in the next Financial Year 2014-15
- 2.17 Officers will keep the Chairman, Vice Chairman and appropriate Divisional Member updated as the remaining schemes are delivered, taking decisions as necessary to ensure the programmes are delivered, and cost variations managed. It is recommended to authorise the Area Team Manager to identify and prioritise additional schemes as necessary to ensure the remainder of this Financial Year's budgets are fully invested in the road network in Elmbridge, in consultation with the Chairman, Vice Chairman, and relevant Divisional Member(s).

#### **Programme Monitoring and Reporting**

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

#### **Priorities for 2014-15**

- 2.19 It is recommended that Committee agrees its strategy for spending next Financial Year's budgets. This would facilitate early preparation of the 2014-15 programmes of Highways works and in turn timely delivery of these programmes after the start of the new Financial Year in April 2014.
- 2.20 Committee debated alternative strategies for spending next Financial Year's budgets at its informal meeting in July 2013. It is assumed that the Highways budgets available to Committee in 2014-15 will be the same as in the current Financial Year, giving a total combined Capital and Revenue budget of £715,788.
- 2.21 At one extreme Committee could pool its resources to deliver a small number of larger, more strategic schemes. For example Officers maintain a list of ITS schemes, which are listed in Appendix 1 in priority order. Some of these schemes have been approved for feasibility, detailed design and even construction by this Committee, but have subsequently stalled due to lack of funding. The advantage of this strategy is that there would be sufficient funding to deliver larger schemes, but the disadvantage is that investment is not spread evenly across the Borough.
- 2.22 At the other extreme Committee could divide its monies into nine shares, one for each Division, in order to focus investment on local priorities.

## ITEM 8

The advantage of this strategy is the ability for Divisional Members, in consultation with Ward Members, to choose schemes in response to local demand, but the disadvantage is that there is a limit to the value of schemes that can be delivered, that is any scheme likely to cost more than one Division's share must be deferred.

- 2.23 The consensus among Members in July 2013 was that for at least the next Financial Year Committee should adopt the same strategy as the current Financial Year, with a pooled revenue allocation for day-to-day maintenance, a pooled allocation for Street Smart, and to divide the majority of the monies into nine shares, one for each Division. This strategy is detailed in Table 4 below, and is recommended to Committee for formal approval.

**Table 4 Recommended allocation of budgets for 2014-15**

Approved allocation	Amount
Pooled Revenue To cover various revenue concerns across the Borough for example: drainage and ditching, patching and kerb works, parking, minor safety schemes, extra vegetation. The Community Gang would be funded from this allocation.	£175,000
Street Smart	£40,000
Divisional Allocations	£500,788 (£55,643 per Division)
<b>Total</b>	<b>£715,788</b>

- 2.24 Members are encouraged to work with Officers to identify individual schemes for next Financial Year's Divisional Programmes. It is suggested that the 2014-15 programme of works should be agreed with Members by December 2013, to facilitate efficient preparation and delivery of the 2014-15 Divisional Programmes.

### **3. OPTIONS:**

- 3.1 None at this stage. Officers will revert to the Chairman, Vice Chairman and Divisional Member, or indeed the Committee as appropriate, whenever preferred options need to be identified.

### **4. CONSULTATIONS:**

- 4.1 None at this stage. Officers will consult the Chairman, Vice Chairman and Divisional Members as appropriate in the delivery of the programmes detailed above.

### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

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

### **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.

**7. LOCALISM:**

7.1 The Local Committee prioritises its expenditure according to local priorities.

**8. OTHER IMPLICATIONS:**

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

**9. CONCLUSION:**

9.1 This Financial Year's programmes are being delivered.

9.2 Members are asked to approve the strategy for spending next Financial Year's budgets.

9.3 Members are encouraged to work with Officers to identify individual schemes for next Financial Year's Divisional Programmes.

**10. WHAT HAPPENS NEXT:**

10.1 The Area Team Manager will work with Divisional Members, the Chairman and Vice-Chairman to deliver this Financial Year's Divisional Programmes, and to identify individual schemes for next Financial Year's Divisional Programmes.

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**Contact Officer:** Nick Healey, Area Team Manager (NE)

**Consulted:** Committee, in the development of the recommended strategy for next Financial Year's budgets.

**Annexes:** 1

**Sources/background papers:** None.

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ELMBRIDGE LTP SCHEMES RANKING - JULY 2013		Possible developer funding	Congestion					Accessibility					Safety					Environment			Economy			FINAL SCORE	Cost	Benefit/ Cost													
Rank	Scheme / Title		County Division	£(k)	15%					15%					35%					15%			20%																
					Vehicle delay impact	Traffic growth impact	Support travel plan	Technological congestion management	Parking management	15%	Improve mobility for impaired	Promote public transport	Encourage walking	Reduce community severance	Encourage cycling	15%	Reduce KSI	Reduce child KSI	Reduce slight casualties	Reduce vehicle speeds	Support safe routes to school	Improve street lighting	Reduce fear of crime				35%	Improve streetscene inc. reducing tipping	Reduce vehicle CO2 emissions	Reduce traffic noise	reduce HGV impact	15%	Aligns with planned maintenance	Supports local economy	20%				
1	A307 Portsmouth Road, Esher - Pedstrian refuge island improved access to bus stops	East Molesey and Esher		0	-1	1	0	0	0.00	0.00	3	3	4	4	0	14.00	210.00	0	0	1	2	4	0	0	7.00	245.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	455.00	15	30333.333
2	Boroughwide Mobility Ramps New dropped crossings across Borough	Various		0	0	0	0	0	0.00	0.00	5	0	5	2	0	12.00	180.00	0	0	2	0	2	0	0	4.00	140.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	320.00	42	7619.048
3	Cobham Fairmile Lane / Leigh Hill Rd / Miles Lane Junction Safety Measures	Cobham		0	0	0	0	0	0.00	0.00	0	0	0	0	0	0.00	0.00	0	0	9	0	0	0	0	9.00	315.00	-1	0	0	0	-1.00	-15.00	0	0	0.00	0.00	300.00	40	7500.000
4	Stoke Rd - Speed limit scheme	Cobham		-1	0	0	0	0	-1.00	-15.00	1	0	1	2	2	6.00	90.00	1	0	15	4	1	0	0	21.00	735.00	1	0	1	0	2.00	30.00	0	0	0.00	0.00	840.00	120	7000.000
5	Weybridge Station B374 feasibility	Weybridge		-1	-1	3	0	0	1.00	15.00	4	5	5	4	3	21.00	315.00	2	0	8	0	5	0	0	15.00	525.00	0	-1	0	0	-1.00	-15.00	0	0	0.00	0.00	840.00	120	7000.000
6	Woodstock Lane South - road safety and speed management	Claygate		0	0	0	0	0	0.00	0.00	2	0	2	0	2	6.00	90.00	0	0	1	2	0	1	1	5.00	175.00	2	0	0	0	2.00	30.00	0	0	0.00	0.00	295.00	50	5900.000
7	Oaken Lane pedestrian improvements	Claygate, Esher		0	0	0	0	0	0.00	0.00	4	2	3	3	2	14.00	210.00	0	0	0	1	1	1	2	5.00	175.00	1	0	0	0	1.00	15.00	1	0	1.00	20.00	420.00	75	5600.000
8	Bridge Road pedestrian improvements	East Molesey		-2	0	0	0	1	-1.00	-15.00	3	0	3	2	1	9.00	135.00	0	0	3	2	3	0	0	8.00	280.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	400.00	75	5333.333
9	Between Streets pedestrian crossing by Painshill Park	Cobham		-1	0	0	0	0	-1.00	-15.00	3	0	3	2	0	8.00	120.00	1	0	0	1	1	0	0	3.00	105.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	210.00	50	4200.000
10	Blundell Lane, Stoke D'Abernon - Junction Improvement	Cobham		-3	0	2	0	0	-1.00	-15.00	5	0	5	0	5	15.00	225.00	0	0	1	0	5	0	0	6.00	210.00	0	-1	0	0	-1.00	-15.00	0	0	0.00	0.00	405.00	115	3521.739
11	Baker Street, Weybridge - one way and / or pedestrianisation	Weybridge		-2	-1	0	0	1	-2.00	-30.00	3	1	4	3	4	15.00	225.00	1	0	1	0	0	0	0	2.00	70.00	3	0	-1	2	4.00	60.00	0	0	0.00	0.00	325.00	100	3250.000
12	Between Streets 20mph / traffic calming	Cobham		-2	0	0	0	0	-2.00	-30.00	1	0	1	1	0	3.00	45.00	2	0	6	2	2	0	0	12.00	420.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	435.00	150	2900.000
13	A245 Byfleet Road Pedestrian / Cycle improvements	Weybridge		-1	0	0	0	0	-1.00	-15.00	4	1	3	1	4	13.00	195.00	0	0	0	1	0	0	0	1.00	35.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	215.00	75	2866.667
14	Elgin Road - Road Closure Heath Road	Weybridge		0	-1	0	0	1	0.00	0.00	1	0	1	0	1	3.00	45.00	0	0	1	0	1	0	0	2.00	70.00	-1	-2	1	1	-1.00	-15.00	0	0	0.00	0.00	100.00	40	2500.000
15	A244 Copsem Lane, Esher - Design to facilitate construction of Equestrian/Cycle Crossing	East Molesey and Esher		-1	0	0	0	0	-1.00	-15.00	2	0	5	5	5	17.00	255.00	0	0	0	0	0	0	0	0.00	0.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	240.00	105	2285.714
16	A307 Portsmouth Road, Esher - Design to facilitate of construction of Equestrian/cycle	East Molesey and Esher		-1	0	0	0	0	-1.00	-15.00	2	0	5	5	5	17.00	255.00	0	0	0	0	0	0	0	0.00	0.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	240.00	115	2086.957
17	A309 junction with Heathside improvements	Hinchley Wood		0	0	0	0	0	0.00	0.00	0	0	0	0	0	0.00	0.00	0	0	0	0	0	0	0	0.00	0.00	0	0	0	0	0.00	0.00	0.00	30	0.000				
18	Burwood Road Safety Measures (LTP ranking assessment pending)	Hersham																																					
19	Long Ditton Schools Safety Measures (LTP ranking assessment pending)	The Dittons																																					

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## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (ELMBRIDGE)

DATE: 2<sup>nd</sup> SEPTEMBER 2013

LEAD OFFICER: NICK HEALEY, AREA TEAM MANAGER (NE)

SUBJECT: ASTON ROAD AND THE AVENUE

DIVISION: HINCHLEY WOOD , CLAYGATE AND OXSHOTT

**SUMMARY OF ISSUE:**

Aston Road and The Avenue are due to be resurfaced later this Financial Year as part of the Project Horizon programme. At the request of the Divisional Member, local residents have been consulted to ask whether they would like to keep or remove the existing traffic calming (speed cushions).

**RECOMMENDATIONS:**

**The Local Committee (Elmbridge) is asked to:**

- (i) Decide whether to remove or retain the speed cushions in **Aston Road**, Claygate, when this road is resurfaced later this Financial Year;
- (ii) Decide whether to remove or retain the speed cushions in **The Avenue**, Claygate, when this road is resurfaced later this Financial Year.

**REASONS FOR RECOMMENDATIONS:**

Officers would not expect the removal of the existing traffic calming to result in an increase in collisions or volume of traffic in these roads. Committee is encouraged to make a decision in the light of the results of the recent consultation.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 A number of roads in Claygate are due to be resurfaced as part of the Project Horizon programme, including The Avenue and Aston Road later this Financial Year. Both these roads are traffic calmed by speed cushions.
- 1.2 The Divisional Member requested local residents to be consulted to ask whether or not they would like to keep the speed cushions in Aston Road and The Avenue or remove them when these roads are resurfaced.
- 1.3 The cushions were originally introduced in the 1990s to mitigate the use of The Avenue, Aston Road and Cavendish Drive as through routes from Hare Lane to Oaken Lane. Residents were consulted at the time and opted in favour of the cushions.
- 1.4 There are no plans relating to the speed cushions in Cavendish Drive. There is no opportunity to change the speed cushions as part of the resurfacing

[www.surreycc.gov.uk/elmbridge](http://www.surreycc.gov.uk/elmbridge)

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scheme – only to keep all of them or to remove all of them. If Committee wished to modify the traffic calming in any way, it would need to provide funding to commission feasibility, detailed design and further consultation on a proposed new scheme of traffic calming.

1.5 Accordingly local residents have been consulted, together with Claygate Parish Council and Surrey Police.

### **2. ANALYSIS:**

2.1 On 2<sup>nd</sup> August 2013 letters were hand delivered to 221 addresses on The Avenue and Aston Road, together with their respective side roads. A total of 153 responses were received by 21<sup>st</sup> August, a response rate of 69.2%. The results of consultation with local residents are summarised below in Table 1:

**Table 1 Summary of the results of consultation with local residents**

Preference	Aston Road	The Avenue
Keep the speed cushions	59 respondents (38.6%)	60 respondents (39.2%)
Remove the speed cushions	74 respondents (48.4%)	81 respondents (52.9%)
No opinion	20 respondents (13.1%)	12 respondents (7.8%)

2.2 The full details of the consultation responses, together with the comments submitted by respondents, are presented in Annex A.

2.3 Claygate Parish Council responded on 5<sup>th</sup> August as follows:

We discussed that at the last meeting of our H&T Committee, as minuted *"It was agreed that we must opt for retention of the calming measures as our policy is for traffic calming"*.

We continue to receive complaints regarding traffic speeds, and our periodic Community Speed Watches pick up plenty of evidence and plaudits from pedestrians, so it would be illogical to drop the policy.

2.4 Surrey Police do not object to the proposal. Their response is reproduced verbatim in Annex B.

2.5 The majority of respondents to the consultation favour the removal of the speed cushions in both The Avenue and Aston Road, when these roads are resurfaced later this Financial Year. Committee should not treat the consultation as a referendum. It is for Committee to decide whether or not to remove the speed cushions in either road, taking into account the consultation results, the views of Claygate Parish Council, and the views of Surrey Police.

### **3. OPTIONS:**

3.1 Committee may choose either to keep the existing traffic calming in The Avenue and Aston Road, or to remove the existing traffic calming when these roads are resurfaced later this Financial Year.



**4. CONSULTATIONS:**

4.1 As detailed above.

**5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

5.1 The Avenue and Aston Road are due to be resurfaced regardless of Committee's decision in respect of the traffic calming. Retaining the existing traffic calming would make the resurfacing of these roads slightly more expensive, but this would be a marginal increase compared to the cost of resurfacing.

**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.

**7. LOCALISM:**

7.1 The Local Committee is asked to consider the results of the consultation, and decide what it feels would be best for the local community.

**8. OTHER IMPLICATIONS:**

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

**9. CONCLUSION:**

9.1 When the traffic calming was installed in the 1990s it was for traffic management reasons, rather than for road safety reasons. The effect of the existing traffic calming on constraining the speed and volume of traffic is limited; on-street parking in these two roads may have just as great a traffic calming effect. Therefore officers would not expect the removal of the existing traffic calming to result in an increase in collisions or volume of traffic in these roads.

9.2 It is now for Committee to decide whether or not to remove the speed cushions in either road, taking into account the consultation results, the views of Claygate Parish Council, and the views of Surrey Police.

**10. WHAT HAPPENS NEXT:**

10.1 The Project Horizon team will be updated with Committee's decision, and will prepare to resurface The Avenue and Aston Road later this year.

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**Contact Officer:** Nick Healey, Area Team Manager (NE)

**Consulted:** Divisional Members, in the identification of schemes for the Divisional Programmes.

**Annexes:** None.

**Sources/background papers:** None.

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## Annex A – Consultation Results

The table below details the total number of responses, and also the responses from each of the roads within the consultation area.

	Speed Cushions on Aston Road			Speed Cushions on The Avenue				
	Keep	Remove	No Opinion	Keep	Remove	No Opinion		
<b>Total addresses: 221</b>	<b>59</b> <b>(38.6%)</b>	<b>74</b> <b>(48.4%)</b>	<b>20</b> <b>(13.1%)</b>	<b>60</b> <b>(39.2%)</b>	<b>81</b> <b>(52.9%)</b>	<b>12</b> <b>(7.8%)</b>	<b>Total responses</b>	<b>153</b>
							<b>Overall response rate</b>	<b>69.2%</b>
The Avenue addresses: 34	13 (44.8%)	6 (20.7%)	10 (34.5%)	19 (65.5%)	10 (34.5%)	0 (0.0%)	Responses from The Avenue	29
							The Avenue response rate	85.3%
Aston Road addresses: 14	2 (28.6%)	5 (71.4%)	0 (0.0%)	2 (28.6%)	4 (57.1%)	1 (14.3%)	Responses from Aston Road	7
							Aston Road response rate	50.0%
Cavendish Drive addresses: 32	12 (46.2%)	14 (53.8%)	0 (0.0%)	9 (34.6%)	16 (61.5%)	1 (3.8%)	Responses from Cavendish Drive	26
							Cavendish Drive response rate	81.3%
Simmil Road addresses: 47	7 (22.6%)	24 (77.4%)	0 (0.0%)	7 (22.6%)	17 (54.8%)	7 (22.6%)	Responses from Simmil Road	31
							Simmil Road response rate	66.0%
Judge Walk addresses: 9	1 (16.7%)	4 (66.7%)	1 (16.7%)	1 (16.7%)	5 (83.3%)	0 (0.0%)	Responses from Judge Walk	6
							Judge Walk response rate	66.7%
Meadow Road addresses: 26	4 (26.7%)	6 (40.0%)	5 (33.3%)	4 (26.7%)	11 (73.3%)	0 (0.0%)	Responses from Meadow Road	15
							Meadow Road response rate	57.7%
Torrington Road addresses: 25	5 (38.5%)	4 (30.8%)	4 (30.8%)	7 (53.8%)	6 (46.2%)	0 (0.0%)	Responses from Torrington Road	13
							Torrington Road response rate	52.0%
Norfolk Road addresses: 16	8 (72.7%)	3 (27.3%)	0 (0.0%)	7 (63.6%)	3 (27.3%)	1 (9.1%)	Responses from Norfolk Road	11
							Norfolk Road response rate	68.8%
Homestead Gdns addresses: 10	5 (55.6%)	4 (44.4%)	0 (0.0%)	3 (33.3%)	5 (55.6%)	1 (11.1%)	Responses from Homestead Gardens	9
							Homestead Gardens response rate	90.0%
Stockfield Road addresses: 8	2 (33.3%)	4 (66.7%)	0 (0.0%)	1 (16.7%)	4 (66.7%)	1 (16.7%)	Responses from Stockfield Road	6
							Stockfield Road response rate	75.0%

A number of respondents provided specific comments. These are reproduced verbatim below:

<p>Resident of The Avenue</p> <p>We are in favour of keeping the speed cushions in The Avenue. However, we think it would be a great deal better if the cushions ran the entire width of the road surface. This would mean that cars and other vehicles kept to their correct side of the road rather than driving in the middle to avoid the cushions. Also it is around the edges of the cushions that the potholes occur and full width cushions would eliminate these and save 'patch-work' repairs which are not satisfactory. It would also save Surrey County Council a lot of money in the long run.</p>	<p>Officer comment</p> <p>It may be feasible to provide road tables instead of speed cushions. In addition to the benefits described by this respondent, road tables are also more effective at restraining traffic speeds. The disadvantages are that they are significantly more expensive than speed cushions, and that larger vehicles like ambulances and buses, cannot straddle them and are therefore forced to slow down.</p>
<p>Resident of Judge Walk</p> <p>When driving a disabled passenger, or even someone with a bad back, the existing road humps make for an exceedingly painful passage, and for ambulance passengers very difficult. My husband used to dread having to negotiate that road, and we have another disabled resident in Judge Walk. Finally at a rough count, about a third of residents in The Avenue, are away on holiday at present, and 3 said they had not had your circular letter.</p>	<p>Officer comment</p> <p>Consultation during the Summer holiday season is never ideal, but nevertheless the response rate has been very good at nearly 70%. Typical response rates for consultations of this nature are generally around 10-15%. All consultation letters were hand delivered by a highways officer familiar with the area. It is quite common for residents to mislay consultation letters.</p>
<p>Resident of Cavendish Drive</p> <p>I feel I must comment that in my experience of driving in suburbia the type of cushion that goes right across the road as in a part of Chessington, particularly where the cushions is made in brick or paviors there seems to be little damage / wear and tear. With the double speed cushions they are constantly breaking up on the frames giving the Council far more expensive ongoing maintenance. Furthermore I feel the double speed cushions are more wearing on cars' suspension whilst not slowing the traffic to any more significant degree. With parked cars on the sides of roads part of the cushion is out of use so one has to use the middle section. I go very slowly to protect my car and sometimes annoy a driver behind me who does not care about his vehicle and sometimes I get overtaken – cheek! Perhaps a 20mile an hr speed limit and no humps would be better.</p>	<p>Officer comment</p> <p>The maintenance advantage of road tables (“the type of cushion that goes right across the road”) described by the respondent is accepted, although asphalt invariably performs better than block paving in the same context. The main disadvantages of road tables are outlined above.</p> <p>A 20mph speed limit would not comply with SCC policy in this situation, and would have virtually no effect on driver behaviour, as traffic speeds are not already commensurate with a 20mph limit. A 20mph Zone might be feasible if the traffic calming features were retained or enhanced.</p>

<p>Resident of Judge Walk</p> <p>Your letter of 30 July concerning the resurfacing of The Avenue is very good news.</p> <p>What is not good news is the very limited options about the speed cushions in The Avenue. I live in Judge Walk and use The Avenue several times daily and am in a position to see the way motorists drive down the road - mainly in the middle of the speed cushions and at speed forcing oncoming cars to either wait or go into the gutters and over the sides of the cushions. This results in the cushions being damaged in their edges with constant patching which does not last long. Not at all good for car types.</p> <p>All of this is dangerous, very irritating and unnecessary.</p> <p>If we had what I believe are called "tables" going from side to side of the road it would mean traffic could proceed safely on the correct side of the road and not down the middle. They would also have to slow down to cross the "tables". If you take a look at the roads going into Chessington the tables there are very practical and do slow down the traffic.</p> <p>I would ask SCC to think again about this problem. Could you not incorporate the existing cushions into tables, without the expense of removing them?</p>	<p>Officer comment</p> <p>Again the advantages of road tables described by this respondent are acknowledged. The main disadvantages of road tables are outlined above.</p>
<p>Resident of Cavendish Drive</p> <p>Cavendish Drive residents may be more in favour of removing them from The Avenue. The traffic is a problem and effort must be made to reduce it on both roads.</p>	<p>No officer comment.</p>
<p>Resident of Cavendish Drive</p> <p>Remove them on Cavendish drive aswell - whole house shudders when large vehicles drive over humps. It is not good for fabric of the house.</p>	<p>Officer comment</p> <p>There is no opportunity to remove the speed cushions from Cavendish Drive at the present time. If Committee wished to pursue this suggestion, it would need to allocate funding, and undertake further consultation.</p>
<p>Resident of Cavendish Drive</p> <p>If replacing then please replace with speed tables not humps.</p>	<p>See officer comments above.</p>
<p>Resident of Simmil Road</p> <p>Don't make [the speed cushions] too high - damages cars.</p>	<p>Officer comment</p> <p>If the speed cushions were to be kept, they would be the same height as they are currently intended to be.</p>
<p>Resident of Simmil Road</p> <p>Preferably speed tables - they cause less road wear than speed cushions.</p>	<p>See officer comments above.</p>

ITEM 9

Resident of Simmil Road  [The speed cushions] Damages tyres and suspension.	Officer comment  Traffic calming does not cause undue wear and tear if approached with due care and attention.
Resident of Simmil Road  This is not adequate giving people less than 2 weeks to respond - it is holiday season.	Officer comment  The response rate of 62% is very good for a consultation of this nature.
Resident of Simmil Road  Remove speed cushions from Cavendish Drive - they do not slow people down it just damages cars.	See officer comments above.
Resident of Simmil Road  In Aston Road cars park both sides of the road leaving space for only single file traffic.	Officer comment  This in itself has a significant traffic calming effect.
Resident of Simmil Road  Please remove - It makes parking very bad and leaves the road in a bad state.	Officer comment  The existing speed cushions do not restrict where drivers park.
Resident of The Avenue  Cars still drive fast down both roads - they need to be higher to stop such high speeds. It is a worry when children cross the roads.	Officer comment  There is no evident pattern of speeding in either road, although some residents may perceive speeds to be too high for the conditions and environment. See also comments relating to road tables above.
Resident of The Avenue  If possible replace with speed humps to stop cars driving around the cushions.	See officer comments above.
Resident of The Avenue  If possible make humps more effective.	See officer comments above.
Resident of The Avenue  If Possible convert to speed tables - avoids cars driving in the middle of the road trying to avoid cushions therefore turing road into one lane traffic.	See officer comments above.
Resident of Homestead Gardens  Keep to prevent/reduce through traffic.	Officer comment  It is unlikely that the existing speed cushions have any effect on the volume of through traffic using these two roads.
Resident of Homestead Gardens  Needs to be the same for both roads or it will result in increased traffic on the road without the cushions.	Officer comment  It is unlikely that the existing speed cushions have any effect on the volume of through traffic using these two roads.

<p>Resident of Cavendish Drive</p> <p>Sorry to have missed the deadline to return your letter Re speed Cushions we agree with the removal in The Avenue and Aston Road, but would like you to consider removal in Cavendish Drive. The cushions do not reduce the traffic speed in the drive, if your team did a survey in Cavendish they would see an increase of speed, as well as loud noises when lorries hit the humps. We have a cushion outside our house and cracks are appearing in our walls at the front?</p>	<p>Officer comment</p> <p>Late submissions will be tabled to Committee. There is no plan to remove the cushions from Cavendish Drive at the present time. When traffic calming was in its infancy considerable research was undertaken into the transmission of ground borne vibrations to buildings in traffic calmed roads. The conclusion of this research was that depending on the underlying geology, a building would need to be very close to the traffic calming feature to suffer superficial cracks from sustained exposure, and regardless of the geology less than 1m away from the traffic calming feature to suffer minor damage. This research is summarised in TAL 8-96.</p>
<p>Resident of Simmil Road</p> <p>Cause damage to road surface and cars and not effective</p>	<p>See officer comments above.</p>
<p>Resident of Cavendish Road</p> <p>Speed cushions do not stop speeding or stop coaches and large vehicles from using these roads. It is the local residents' cars that suffer the consequences of continually having to pass over the bumps.</p>	<p>See officer comments above.</p>
<p>Resident of The Avenue</p> <p>We are in favour of keeping the speed cushions in The Avenue. However we think it would be a great deal better if the cushions ran the entire width of the road surface. This would mean that cars and other vehicles help to their correct side of the road rather than driving in the middle to avoid the cushions. Also it is around the edges of the cushions that the potholes occur and full width cushions would eliminate these and save 'patch-work' repairs which are not satisfactory. It would also save Surrey County Council a lot of money in the long run.</p> <p>While we are on the subject of The Avenue, could you please arrange to have double yellow lines painted at the corner of Hare Lane. The parking there is actively dangerous.</p>	<p>See officer comments above on the traffic calming points raised by this resident.</p> <p>The request for new double yellow lines has been passed to the Parking Team for consideration.</p>
<p>Resident of Judge Walk</p> <p>...I feel strongly that the humps damage cars and encourage drivers to swerve which appears to distract from the oncoming traffic.</p>	<p>See officer comments above.</p>
<p>Resident of Meadow Road</p> <p>We do not believe cushions make roads safer because so many motorists concentrate on avoiding them, driving straight at oncoming traffic.</p>	<p>See officer comments above.</p>

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## Annex B – Response from Surrey Police

The response of Surrey Police is reproduced verbatim below:

I am a Road Safety and Traffic Management officer for Surrey Police and I am authorised to respond on behalf of Surrey Police to the proposal to remove the existing traffic calming in The Avenue and Aston Road at Claygate, Surrey.

### **Surrey Police do not object to this proposal**

- 1.1 Surrey Police fully support Surrey County Council’s Speed Limit Policy and Speed Management Policy; DFT national guidelines and the ACPO speed enforcement policy guidelines.
- 1.2 Following consultation with Surrey County Council highways engineers, I have been reassured that there was not an excess speed or collision problem prior to the installation of the traffic calming at this location. The traffic calming appears to have been installed for other reasons.
- 1.3 Removing traffic calming is a serious step to take with the potential to increase speeds and collisions. I would therefore ask that you consider implementing the conditions of your own Speed limit policy in that *“Speeds, the casualty record, and safety concern will be reviewed after 12 months and in the event of the speed limit being ineffective, remedial action will be considered”*. (SCC speed Limit Policy, para 3). Whilst I accept that the scheme may not have been installed to deal with an excess speed or collision problem, there is nothing to suggest that the scheme has not fulfilled that purpose in the interim period.
- 1.4 I am satisfied that any increase in casualties will be captured by the casualty reduction working group.
- 1.5 A limited speed survey has been conducted in the Avenue and currently average speeds are around 24mph, with 85<sup>th</sup> percentile figures being 29 and 31mph.
- 1.6 If speeds increase as a direct result of the removed speed calming solutions, then it is right that I bring to your attention the current ACPO policy. *“The service has limited capacity and resilience and will assume that if correctly placed, speed limits will be self enforcing and that the roads authority will be responsible for ensuring that it meets those aims”* (Association of Chief Police officers, covering letter dated the 17<sup>th</sup> May 2013, Speed enforcement policy guidelines 2011-2015, Revised)

**Christopher D Cannon**

BSc (Hons), BSc (Open)

Dip Soc Sci (Open)

Cert HSC (Open), Cert Mngt Care (Open)

Central Neighbourhoods

Road Safety and Traffic Management Team

(Strategic Road network, Tandridge, Epsom and Ewell, Reigate and Banstead, Mole Valley and Elmbridge)

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**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (ELMBRIDGE)****DATE: 2<sup>nd</sup> SEPTEMBER 2013****LEAD OFFICER: NICK HEALEY, AREA TEAM MANAGER (NE)****SUBJECT: WALTON TO HALLIFORD TRANSPORT STUDY****DIVISION: LALEHAM AND SHEPPERTON, LOWER SUNBURY AND HALLIFORD, WALTON SOUTH AND OATLANDS, WALTON****SUMMARY OF ISSUE:**

The new Walton Bridge is now open to traffic. The works affecting traffic are expected to be completed in April 2014.

This report proposes a study to examine the impact of the new bridge on traffic and travel patterns in the Walton to Halliford corridor.

**RECOMMENDATIONS:****The Local Committee (Elmbridge) is asked to:**

- (i) agree the undertaking of a "Walton to Halliford Transport" study, according to the scope, deliverables and timescales described in this report;
- (ii) nominate up to three Members to a cross boundary Member Steering Group to oversee the study.

**REASONS FOR RECOMMENDATIONS:**

The recommendations are intended to gain endorsement for the study, and to establish appropriate oversight of the study by Members.

**1. INTRODUCTION AND BACKGROUND:**

1.1 The new Walton Bridge is now open to traffic. The project as a whole is not yet complete – the outstanding works include:

- A new roundabout on the northern side of the bridge, at the junction with Walton Lane;
- Speed management measures in Walton Lane on the southern side of the bridge;
- Decommissioning of the previous structures;
- Landscaping.

1.2 When the Walton Bridge project is completed in its entirety, and the changes to the Highway network are fully operational, it is anticipated that traffic and

travel patterns will change as a direct result of the construction of the bridge itself, together with the new junctions with Walton Lane on both sides of the river. The implementation of the proposed new cycle routes connecting to both sides of the new bridge may also result in changed traffic and travel patterns.

- 1.3 Notwithstanding the benefits afforded by the new bridge and accompanying works, there remain concerns among the communities on both sides about the negative impact of the project, and also about opportunities missed during the development of the project. Therefore it is proposed to undertake a "Walton to Halliford Transport Study", to capture these concerns, examine the impact of the bridge on traffic and travel patterns, and following public consultation make recommendations for further measures that could be implemented by Surrey County Council's Local Committees for Spelthorne and Elmbridge.

## **2. ANALYSIS:**

### **Scope**

- 2.1 It is proposed that the study should include the following activities:
- Traffic surveys to compare the post-scheme patterns of movement to those predicted by modelling work undertaken during the development of the Walton Bridge Scheme;
  - Analysis of any Personal Injury Collisions, and especially any patterns of collisions, that become evident during the study period;
  - Community engagement during the study - at an early stage to understand the concerns - and later on in the development of options to be considered by the Local Committees;
  - Observations of the use of the Highway network on the approaches to the new bridge by all modes of transport.
- 2.2 The study area is defined as the A244 (Gaston Bridge Road and Walton Bridge Road), between Charlton Lane and New Zealand Avenue. It includes the primary approach roads of Walton Lane (both sides of the river), Fordbridge Road and Russell Road.
- 2.3 It is anticipated that the study will consider the impact of the Walton Bridge Project on traffic flow and congestion, HGV movement and patterns of collisions. The study will examine patterns of movement, and indeed accessibility constraints, for motorised vehicles, pedestrians and cyclists.

### **Deliverables**

- 2.4 The following deliverables are anticipated, the first four of which correspond to the activities listed above:
- Results of traffic surveys;
  - Collision analysis;
  - Commentary on the community engagement;
  - Commentary on the observed use of the Highway network on the approaches to the bridge;

- Recommendations for further measures that could be implemented, together with indicative costs for those measures.

### **Timescales**

- 2.5 It is proposed to commence the study in April 2014 and to report back to Surrey County Council's Local Committees for Spelthorne and Elmbridge in Spring 2015. The works affecting traffic are expected to be ongoing until April 2014, and therefore any observations or traffic surveys undertaken before April 2014 are likely to be distorted by the ongoing works. The proposed 12 month duration is essential to ensure that the new traffic and travel patterns bed in, the new cycle routes are completed, and that the study does not simply react to the inevitable short term adjustment.

### **Member Steering Group**

- 2.6 It is recommended to establish a cross boundary Member Steering Group to oversee the study, comprising up to three Members of each of the two Local Committees who share the bridge. Committee is asked to nominate Members for this Steering Group.

## **3. OPTIONS:**

- 3.1 None at this stage. Officers will work with the Member Steering Group in the identification, development, and public consultation related to any options that arise out of the study.

## **4. CONSULTATIONS:**

- 4.1 None at this stage. Officers will work with the Member Steering Group to engage with the affected communities as the study develops.

## **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 The cost of the study is anticipated to be in the range £20,000 to £30,000. Much of this cost will be covered by the day-to-day operating costs of the Council, and would not be recorded.
- 5.2 However some of the resources involved will be chargeable directly to the study, for example Surrey County Council's Design Team and Transport Studies Team. In addition there will be certain third party costs, for example for traffic surveys.
- 5.3 The chargeable costs are expected to be in the region £10,000 to £15,000. These costs would be borne by Projects and Contracts Group.
- 5.4 The final outturn cost of the study will depend on the volume of work undertaken. This will be determined largely by the outcome of the public engagement, under the oversight of the Member Steering Group. For example if relatively few issues are identified through public engagement, the final outturn cost will be relatively low. If on the other hand there are many issues identified, and the Steering Group is favourable to examining them all, the outturn cost will increase accordingly.
- 5.5 At its conclusion the study may well recommend a range of infrastructure options to improve safety, traffic flow and accessibility. Each option will be

assessed financially according to its scope and scale. Based upon this financial assessment, each recommendation will be allocated to one of three potential funding options:

- Option 1 – Local Committee funding – improvements funded by the Local Committee as part of its annual capital programme of Highways works.
- Option 2 – Central funding – improvements could be funded as part of central delivery programmes, for example where a recommended improvement coincides with a centrally funded resurfacing scheme.
- Option 3 – External funding – if appropriate a bid for funding could be submitted to the Regional Transport Body, although Committee should note that for such a bid to be successful, substantial match funding would need to be identified.

5.6 At the present time the only known funding to implement any measures recommended by this study are those budgets that are allocated to the Local Committees on an annual basis. No other funding has been set aside, and so it may fall to the Local Committees to prioritise any measures recommended by the study along with any other priorities of those respective Committees at the time the study concludes.

## **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.

6.2 In the course of public engagement it is proposed to identify and contact a range of groups within the study area, who represent the range of different users of the corridor.

## **7. LOCALISM:**

7.1 The Member Steering Group will be responsible for ensuring the study is guided according to local concerns and ambitions.

7.2 The Local Committees will be asked to prioritise any measures recommended at the conclusion of the study according to local priorities.

## **8. OTHER IMPLICATIONS:**

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

## **9. CONCLUSION:**

9.1 The proposed study is intended to assess the impact of the Walton Bridge Project, and subsequent Cycle Safety Project. In the course of public engagement it is intended to identify any concerns arising out of these projects, and any further ambitions within the local community for further improvements to the road network within the study area.

9.2 The proposed study provides an opportunity for an objective post-scheme assessment, and to recommend any further measures that could be considered.

**10. WHAT HAPPENS NEXT:**

10.1 The Area Team Manager will establish a project team, and will work with the Steering Group to devise a detailed programme for the proposed study.

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**Contact Officer:** Nick Healey, Area Team Manager (NE)

**Consulted:** Divisional Members, in the identification of schemes for the Divisional Programmes.

**Annexes:** None.

**Sources/background papers:** None.

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**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (ELMBRIDGE)****DATE: 2<sup>nd</sup> SEPTEMBER 2013****LEAD OFFICER: JAMES YOUNG, WALTON BRIDGE PROJECT SUPERVISOR****SUBJECT: A244 WALTON BRIDGE – TRAFFIC REGULATION ORDERS****DIVISION: WALTON SOUTH AND OATLANDS, WALTON****SUMMARY OF ISSUE:**

The new Walton Bridge opened for traffic on 22 July 2013. The next phase in the programme will involve completing the final road layout on all approaches to the new bridge.

This will involve the introduction of traffic calming, adjustments to speed limit and weight restrictions as initially approved by Cabinet on 5 January 2010.

**RECOMMENDATIONS:****The Local Committee (Elmbridge) is asked to:**

- (i) Authorise the advertising and making of the Traffic Regulation Orders and the publication of the Traffic Calming Public Notice as set out in section 1, in accordance with the Road Traffic Regulation Act 1984 and The Highways Act 1980, in the geographic area this committee has responsibility for;
- (ii) Authorise the Area Team Manager and Walton Bridge Project Manager to seek to resolve any objections received in connection with the proposals, in consultation with the relevant Chairman of the Local Committee and relevant Local Members.

**REASONS FOR RECOMMENDATIONS:**

To manage traffic within the limits of the Walton Bridge scheme, once the construction has been completed.

**1. INTRODUCTION AND BACKGROUND:**

1.1 A number of permanent Traffic Regulation Orders are needed in connection with the new Walton Bridge project. They will:

- a. Amend the existing 7.5 tonne weight restriction on Walton Lane (Walton). This is required so that the restriction accords with the realignment of the road, where it rises from the riverside up to the junction with the A244.
- b. Introduce a 20mph Zone along Walton Lane (Walton) where it passes through Cowey Sale. The aim of the Zone is to introduce a parkland

atmosphere to the road. This will be achieved in conjunction with traffic calming, surface treatment, and gateway signing.

- c. Control parking on the public section of the new access road to Walton Marina. The controls are required to prevent obstruction of the road and to reserve the adjacent parking bays for use by disabled people, who value the ability to park on the riverside;
- d. Re-introduce two-way working in Walton Lane (Shepperton), between the re-aligned Thames Meadow and Walton Bridge Road. Two-way working will improve access to the A244 for the residents and businesses in Thames Meadow, who currently have a long diversion route due to the one-way street.
- e. Cancel the existing 7.5 tonne weight limit and prohibition of vehicular traffic, on the old (Callender-Hamilton) temporary bridge. Once the bridge has been removed these powers will no longer be required.

1.2 A series of speed tables are proposed on Walton Lane (Walton) where it passes through Cowey Sale. They will help with observance of the 20mph Zone; ease crossing of the road; and contribute to the parkland atmosphere.

1.3 A speed table is proposed on Walton Lane (Shepperton) between the junction with the A244 Walton Bridge Road and the junction with Thames Meadow. This will help with observance of the 30mph speed limit and ease crossing of the road for pedestrians and cyclists.

1.4 The request for authorisation was originally gained from Cabinet on 5 January 2010 but due to unforeseen delays officers did not progress with the advertising of the Traffic Regulation Orders and Traffic Calming Notices and so the two year authorisation period has expired.

1.5 Drawings showing the proposed traffic calming, adjustments to speed limit and weight restrictions will be tabled on the day of the committee meeting.

## **2. ANALYSIS:**

2.1 The analysis of the proposed measures that require Traffic Regulation Orders has been undertaken prior to the submission of the first report to Cabinet which was subsequently approved by Cabinet on 5 January 2010 in accordance with Surrey County Council's Speed Limit Policy and Traffic Calming Good Practice Guidance.

## **3. OPTIONS:**

3.1 There are no alternatives to the proposed permanent Traffic Regulation Orders, so they will either be implemented or not implemented. There may be scope to vary the extent of some of the Traffic Regulation Orders, if appropriate, in response to any objections received.

3.2 Objections to the Traffic Regulation Orders could lead to them not being confirmed. However, whilst the permanent Traffic Regulation Orders add value to the benefits of the Walton Bridge project, they are all ancillary to the provision of the new bridge but their exclusion will have an impact on creating the parkland atmosphere within the Cowey Sale area.

**4. CONSULTATIONS:**

- 4.1 Formal consultation will be undertaken in accordance with the requirements of the legislation covering the Traffic Regulation Orders and the Traffic Calming Public Notice.

**5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 Financial provision for the Traffic Regulation Orders is included within the overall budget for the Walton Bridge project.

**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 The scheme is being designed to make appropriate provision for all highway users. Particular provision has been made for the disabled, pedestrians, cyclists and equestrians.

**7. LOCALISM:**

- 7.1 The new and amended Traffic Regulation Orders will assist in enhancing the riverside environment, and aiding local accessibility.
- 7.2 Local communities would be affected by having to comply with the speed limit and movement restrictions agreed upon by the local committee.

**8. OTHER IMPLICATIONS:**

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

**9. CONCLUSION:**

- 9.1 The report requests authorisation to advertise and make a number of Traffic Regulation Orders and publish Public Notices as stated in sections 1.1, 1.2 and 1.3 that are required in connection with the Walton Bridge project.
- 9.2 The recommendations are to authorise the advertisement and making of all required Traffic Regulation Orders as stated in sections 1.1, 1.2 and 1.3 and the Area Team Manager and Walton Bridge Project Manager to seek to resolve any objections received in connection with the proposals.

**10. WHAT HAPPENS NEXT:**

- 10.1 Subject to Local Committee approval, the proposed Traffic Regulation Orders and Public Notices will be advertised and objections invited. If any objections are received the Area Team Manager and Walton Bridge Project Manager will seek to resolve them, in consultation with the Chairman of the Local Committee and Local Member. Subject to no objections being maintained, the Traffic Regulation Orders will then be made and the traffic calming constructed.
- 10.2 The likely date of completion of all of the works by the end of March 2014.

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**Contact Officer:** James Young, Walton Bridge Project Supervisor

**Consulted:** None.

**Annexes:** None.

**Sources/background papers:** Report to SCC Cabinet 5/1/2010.

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**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (ELMBRIDGE)****DATE:** 2 September 2013**LEAD OFFICER:** Rikki Hill**SUBJECT:** Parking Update**DIVISION:** East Molesey & Esher - Weybridge

<b><u>SUMMARY OF ISSUE:</u></b>
To consider the level of charge for business permits in the East Molesey controlled parking zone. To consider including residents of Elmgrove Mews in permit scheme F.
<b><u>RECOMMENDATIONS:</u></b>
<b>The Local Committee (Elmbridge) is asked to agree that:</b>
<ul style="list-style-type: none"> <li>(i) the level of the charge for business permits in Elmbridge are changed or not in accordance with one of the options listed in paragraph 2.5;</li> <li>(ii) if a change to the level of charge is agreed it is subject to the standard statutory and procedural process necessary to make an amendment to the traffic regulation orders;</li> <li>(iii) residents of Elmgrove Mews in Weybridge are included in permit scheme F.</li> </ul>
<b><u>REASONS FOR RECOMMENDATIONS:</u></b>
The level of charge for business permits will have been considered. The parking situation for residents of Elmgrove Mews is improved.

**1. INTRODUCTION AND BACKGROUND:**

1.1 Business permits were first introduced in East Molesey on 4 November 1996 when the Borough of Elmbridge (East Molesey) (Parking Places) Order 1996 came into operation. At that time they cost £30.

1.2 The charge was increased by notice to £35 at some stage prior to decriminalisation and when the Surrey County Council East Molesey Controlled Parking Zone in the Borough of Elmbridge (Consolidation of Waiting Restrictions and On-Street Parking Places) Order 2006 came into operation on 9 January 2006 and replaced the 1996 order, the increased charge was retained.

- 1.3 In April 2011, the county council approved the Surrey Transport Plan, which contained a number of strategies, which are intended to help support and achieve the aims of the plan. Among these were a parking strategy, which considered the question of business permits and included the following comments:
- 1.4 “In certain limited cases, it may be necessary to consider issuing permits to businesses that operate in CPZs. The number of these should be very small, if any, and 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” and
- 1.5 “...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.”
- 1.6 The transport plan and its contents were subject to an extensive and wide-spread consultation during 2010 before its adoption by the council.
- 1.7 In Surrey business permits are only included in the traffic regulation orders for controlled parking zones (CPZs) in Camberley, Woking, Esher Green and East Molesey. In Camberley they cost £995, in Woking £310 (although the Woking local committee has agreed a proposal to remove them from the traffic order as none have been bought for several years). In Esher Green and East Molesey the cost of the business permits had not been reviewed for a considerably long time, and so they were looked at as part of the 2011/12 parking review, and this committee agreed to increase them in line with the parking strategy.
- 1.8 On 7 May 2013 an amendment to the East Molesey and Esher Green CPZ traffic orders came into operation which increased the cost of business parking permits to £500.
- 1.9 At the meeting of this committee on 24 June 2013, Stuart Selleck, the member for East Molesey & Esher, having received representations from businesses in East Molesey about the increase, asked whether the level of charge should not be reviewed. (A copy of the question and answer can be found in Annex 1 to this report). Following a discussion at the meeting the committee decided to receive a report looking at options at today’s meeting.

## **2. ANALYSIS:**

- 2.1 The thinking behind the level as set in the parking strategy and the reasons behind the increase in the charge in East Molesey have been covered in the introduction and the answer to the original question.
- 2.2 There seem to be two main issues. One is that the business permit holders in the area do not seem to have been aware of the increase until they went to renew their permits. Although when we advertise changes to a TRO we not

only place an advert in a local newspaper, but also put up notices on lamp posts etc. in streets where changes are proposed, it would appear that this was not sufficient to bring the proposed change to the attention of the existing permit holders. The other is the scale of the increase from £35 to £500.

- 2.3 It is too late now to make any changes to the process by which the TRO amendment was made, as the process is long since completed and the order has been in place since 7 May 2013.
- 2.4 The question is therefore whether there is any scope for a change to the level of charge. (It is important to remember that if any change is agreed it would be necessary to go through the appropriate statutory process to make the necessary amendment to the TRO).
- 2.5 There are a number of options.
- leave the charge as it is.
  - overturn the increase and the reduce the charge to its original level.
  - reduce the charge to a level higher than the previous one, but lower than the new one.
  - reduce the charge to a lower level with an agreed increase in each subsequent parking review until it reaches the level in the parking strategy.
- 2.6 Leaving the charge as it is would mean that it fits in with the council's parking strategy. Also by the time any further change could be introduced, the charge would have been at a higher level for several months.
- 2.7 Reducing the charge to its original level would seem to be an overreaction and would mean that a business permit would cost less than a residents permit.
- 2.8 Setting the charge at a level in between the old one and the new one would allow for a review of the charge, which has not happened for many years, but would mean that the scale of the increase could be reduced.
- 2.9 Reducing the charge to a lower level with a gradual increase to the level in the parking strategy would be a compromise between the options in paragraphs 2.6 and 2.8. It would mean that the scale of the increase would be reduced, but there would be a clear commitment to the council's parking strategy.
- 2.10 If the committee selects one of the options described in paragraph 2.8 or 2.9, it may be appropriate to carry out a consultation with the residents and businesses in the CPZ to see whether a reduction had widespread support and to help determine what new level of charge would be suitable.

### **Elmgrove Mews**

- 2.11 Elmgrove Mews in Weybridge is a small mews which exits into Elmgrove Road in between numbers 45 and 47 Elmgrove Road. The mews was not included in the area F permit scheme when this was extended into

Elmgrove Road as we thought that residents of this private road had off street parking available to them. This is not in fact the case and so, following the extension of the scheme, the residents of the mews have not been able to park in Elmgrove Road, and so have had to park some considerable distance from their homes. This was not our intention and so we have included a proposal to include the residents Elmgrove Mews in permit scheme F in the advert which is currently open.

**3. OPTIONS:**

- 3.1 Make no change to the level of charge for business permits.
- 3.2 Change the level of charge for business permits in line with one of the suggestions in paragraphs 2.7, 2.8 or 2.9.
- 3.3 Agree to allow residents of Elmgrove Mews being made eligible for permits in area F, subject to the completion of the due process.
- 3.4 Leave residents of Elmgrove Mews excluded from permit scheme F.

**4. CONSULTATIONS:**

- 4.1 If any change is agreed, as part of the process of formally advertising our intention to make the changes to the TRO, we will undertake the necessary statutory consultation, and if agreed informal consultation with residents and businesses in the East Molesey CPZ.

**5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 The cost of advertising a change to the TRO in respect of business permits would be in the region of £500, which could be met from existing budgets.

**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 There are no equalities and diversity implications arising from this report.

**7. LOCALISM:**

- 7.1 If a consultation on reducing the charge was carried out, local businesses and residents would have an input into the levels of parking charges in their area.

**8. OTHER IMPLICATIONS:**

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



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

## **9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 The committee considers the level of charge in the East Molesey CPZ and decides whether or not to change it.
- 9.2 The committee approves the inclusion of the residents of Elmgrove Mews in permit scheme F, subject to completion of the due process.

## **10. WHAT HAPPENS NEXT:**

- 10.1 To be determined.

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### **Contact Officer:**

Rikki Hill, Parking Project Team Leader, 0300 200 1003

### **Consulted:**

### **Annexes:**

Annex 1 – member question from previous meeting

### **Sources/background papers:**

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## 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

ITEM 12

**MINUTES ANNEXE 4**

ITEM 10

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.

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)

DATE: 2 September 2013

LEAD OFFICER: Melanie Harris Schools Commissioning Officer NE Surrey

SUBJECT: School Places and Admissions issues in Elmbridge

DIVISION: Claygate and Oxshott, Cobham, East Molesey and Esher, Hersham, West Molesey, The Dittons, Walton, Walton South and Oatlands, Weybridge



**SUMMARY OF ISSUE:**

Annual report to Members on school place planning strategy for Elmbridge Borough; comprising of analysis of the sufficiency of primary and secondary school places and associated admissions issues. The report also includes a summary of the financial and legal context of school place planning in Surrey and a brief explanation of how we use forecast data in our work. **This report is for information only.**

**RECOMMENDATIONS:**

**The Local Committee (Elmbridge) is asked to note :**

- (i) The legal and financial context and constraints on the County Council that impinge on this area of service
- (ii) The immediate and medium term strategy for resolving place planning and admissions issues as set out in this report
- (iii) The longer term strategy for the supply of school places based on forecast data

**REASONS FOR RECOMMENDATIONS:**

Surrey County Council (SCC) has a legal duty to ensure there are sufficient school places across the county and within a local area as far as possible. SCC also has a role in the co-ordination of all admissions to schools. When allocating a child a school place SCC must take into consideration the admissions policy and parental preference. Although it is not required in law to offer a preferred school, it always tries to do so wherever possible. SCC must also ensure that the money it spends on supplying school places represents good value. In this way the actions it proposes to take will have benefits for the residents of Surrey.

## **1. INTRODUCTION AND BACKGROUND:**

- 1.1 SCC has a duty to ensure that sufficient school places are available for children whose parents wish them to be educated in the public sector. However not all publicly funded school places are now financially maintained by the County Council. Academies and Free Schools are beginning to appear within the public education system and, while places at these schools are free of charge and counted within the overall SCC capacity, the Governing Body of these establishments sets the Admissions policy and criteria and the places are directly funded by The Education Funding Agency (EFA). Voluntary Aided and Foundation Schools also set their own admissions criteria although places at these schools are formula funded by SCC.
- 1.2 Approximately 13,000 Reception pupils (4 and 5 year olds) start school each year in Surrey. In Elmbridge we are expecting approximately 1590 new pupils in Reception classes across the borough in September 2013. 1264 pupils will move into Year 3 (junior transition) and 864 into Year 7, the first year of secondary school.
- 1.3 The recession has had an impact on the numbers of pupils being educated within the public maintained sector and it appears that fewer parents are opting for independent education although we have no hard data on this. However in all parts of the Borough we have seen numbers of applications for places rising and this is especially the case in areas where we have high performing schools.
- 1.4 Births in Elmbridge increased by 28.9 % between 2002 and 2010 and the Borough plan indicates up to 3,375 new homes are to be built between 2011 and 2026. Consequently SCC is planning to provide more state school places where they are likely to be needed based on forecast data which is informed by birth records, borough housing strategy and historical trends. We have an ongoing dialogue with Elmbridge's Borough Planning Officers to facilitate our work.

## **2. SCHOOL PLACE PLANNING ANALYSIS:**

- 2.1 For September 2013 we received 1557 on time applications for Reception class places in Elmbridge. At the start of the year we had 1463 places available so have had to make additional provision in time for admission in September. We have therefore increased the number of school places by 3.75 forms of entry (3.75FE) by adding a mix of temporary and permanent classes. This means that some schools will permanently increase their intake and others will just have one extra class in that year group.
- 2.2 In order to meet the basic need for places in the longer term our forecast data indicates that we will need to increase the capacity in Weybridge by 1 FE (possibly by rebuilding Manby Lodge Infant School 2016); add at least 1FE into the Dittons and Weston Green area (the proposed expansion of Cranmere Primary School 2015 would give us 1 FE extra); expand Hurst Park Primary School (which adds another 1 FE 2015) by rebuilding it on a new site; and we will address the shortage of catholic primary places by expanding St Alban's RC Voluntary Aided Primary School in Molesey (2015). We can achieve this latter proposal because we have attracted additional

funding through a bidding process with the Department for Education on condition that this money is spent on this specific project.

- 2.3 Prior to the completion of these permanent schemes we will increase capacity locally, where there is a need, by adding a form of entry on a temporary basis to other schools (often referred to as a 'bulge' class).
- 2.4 So by 2016 in the primary sector we will have supplied another 4 FE. In addition the Cobham Free School is planning to open a second Reception class of 23 pupils. Our forecast data indicate a need for 1511 infant places by 2015 rising to around 1570 by 2020 (53 Reception classes). We are planning to supply at least 55 classes. There appears to be a continuing upward trend to the end of our forecasting period.
- 2.5 In terms of secondary places we are moving ahead with the expansion of Esher High School in 2015; this school has already increased by 1 FE by adding 'bulge' classes (overall this expansion represents an increase of 2 FE in the combined number of school places in the borough). We also plan to add 1FE to Heathside Secondary School in 2016 and Rydens Academy is to be rebuilt by its Trust to accommodate 8FE and with the capacity to expand further if required (an increase of 1 FE). Finally, Cobham Free School has received approval to open a secondary department which we understand will be 4 FE.
- 2.6 So altogether we have a strategy to meet the demand for places in secondary schools across the borough which should allow for a surplus of places to provide a 'cushion' up to 2020. Our forecast data indicates a maximum of 850 pupils in the Year 7 cohort of 2020 and once all these projects and expansions have been achieved we will have 1030 places available across the borough. (930 if we don't count the Cobham Free School places).

### **3. ADMISSIONS:**

- 3.1 The appendices at the end of this report indicate the Published Admissions Number (PAN) ie the number of places available in each year for each school in Elmbridge, along with the number of first preferences by parents for 2013 admissions from both within Surrey and out of county.
- 3.2 Although these figures show the number of first preferences for each school at the time of allocation, schools will also be oversubscribed by lower preferences which, as a result of the equal preference system are considered equally and not according to their ranking as preferences.
- 3.3 So the schools listed below, which appear as being under subscribed on the annexe, are now full for September 2013, either due to oversubscription by lower preferences or due to late applications/placements.

#### **3.4 Primary:**

Bell Farm Primary  
 Chandlers Field Primary  
 Cranmere Primary  
 Grovelands Infant

Long Ditton Infant  
Manby Lodge Infant  
Walton Oak Primary  
St Andrews CE Primary

**Junior:**  
Bell Farm Primary

#### **4. CONSULTATIONS:**

- 4.1 We will need to go out to public consultation before we seek permission to expand Manby Lodge Infant School. We will also need to open consultation on the expansion of St Alban's RC Primary School.
- 4.2 Similarly the expansion of Heathside will require a public consultation. All other projects have already either been consulted upon and/or obtained permission to go ahead.

#### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 With the exception of the expansion of Rydens Academy and the Cobham Free School all other projects mentioned above are funded by SCC and, as such, are listed within SCC's Capital programme and its medium term financial plan (MTFP).
- 5.2 The County Council has committed to spend approximately £260 million over the next 5 years on providing additional school places in Surrey. A large percentage is being spent on creating additional primary school places where there is a basic need. In Elmbridge we are planning to spend around £40 million pounds by the end of the MTFP in the primary sector alone.
- 5.3 Surrey receives a capital grant from central government each year; its two year settlement for 2013 -14 is £12 million per year. If we assume that this is the amount we are likely to receive each year over the remaining 5 years of the medium term financial plan then it is clear that there will be a funding gap of £190 million which the County Council will have to fill.
- 5.4 There is therefore significant pressure on the county council, and its School Commissioning Team, to ensure that over this huge programme every project is accurately costed and decisions about how to meet the basic need for places are financially prudent and represent best value.
- 5.5 In most planning areas this will mean adding a single form of entry onto an existing school, where possible. New schools will be considered if the basic need indicates more than a single form of entry is required in the primary sector but the availability and cost of land, coupled with planning restrictions in the Green Belt, make this solution less likely, especially in urban or semi-urban areas.



## **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

6.1 There are no direct equalities implications arising out of the proposal. An Equality Impact Assessment was done when SCC adopted its Admissions arrangements. The increase in provision will be open to all applicants with the highest priority given to Looked After Children and pupils on the SEN register and/or those who would benefit from a statement of educational need, thus supporting provision for our most vulnerable children.

## **7. LOCALISM:**

7.1 By increasing the number of primary school places in specific planning areas where we have identified a basic need we aim to provide parents with the opportunity to place their children in a local school. By encouraging families, through individual school travel plans, to walk or cycle to school we aim to improve the traffic and parking situation for residents living near to schools and also help children become more self reliant and confident pedestrians.

## **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	Set out above in paragraph 6.1
Safeguarding responsibilities for vulnerable children and adults	Set out below.
Public Health	No significant implications arising from this report

### 8.1 Sustainability implications

The County Council attaches great importance to being environmentally aware and wishes to show leadership in cutting carbon emissions and tackling climate change. In addition to School Travel Plans, (referred to in paragraph 7.1 above) which aim to reduce carbon emissions, the design brief for all building projects takes into account sustainability implications.

### 8.2 Corporate Parenting/Looked After Children implications

See paragraph 6.1

### 8.3 Safeguarding responsibilities for vulnerable children and adults implications

All schools are required to have a robust Safeguarding Policy which is monitored by the designated Child Protection Lead Officer, is regularly reviewed by the governing body and is subject to OFSTED inspection. Site

access and security, both during building programmes and afterwards, is always considered and addressed in the planning and design of projects.

**9. CONCLUSION AND RECOMMENDATIONS:**

9.1 That the content of this report be noted by the Local Committee

**10. WHAT HAPPENS NEXT:**

10.1 No further action required from the Local Committee

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**Contact Officer:**

**Melanie Harris**

Schools Commissioning Officer NE Surrey Tel. 020 8541 9556

**Claire Potier** Head of School Admissions Tel. 01483 517689

**Consulted:**

N/a

**Annexes:**

Admissions data for September 2013 – supplied by The Admissions and Transport Team

**Appendix 1.**  
**Schools Offering Reception Class Places September 2013**

School	PAN	Surrey 1st Pref	Out County 1st Pref	Total 1st Pref
<b>Elmbridge</b>				
Ashley C of E (A) Primary School over 32	60	92	0	92
Bell Farm Primary School under 19	60	41	0	41
Burhill Community Infant School over 47	90	136	1	137
Cardinal Newman Catholic Primary School over 1	60	61	0	61
Chandlers Field Primary School under 15	60	45	0	45
Claygate Primary School over 7	60	62	5	67
Cobham Free School over 19	23	42	0	42
Cranmere Primary School under 11	60	49	0	49
Esher C of E (Aided) Primary School over 15	60	84	1	85
Grovelands Infant and Nursery School under 51	90	39	0	39
Hinchley Wood Primary School over 19	60	75	4	79
Hurst Park Primary School over 25	30	55	0	55
Long Ditton Infant and Nursery School under 17	60	37	6	43
Manby Lodge Infant School under 18	60	42	0	42
Oatlands School over 31	90	119	2	121
St Albans Catholic Primary School	30	30	0	30
St Andrew's C of E Primary School under 12	52	40	0	40
St Charles Borromeo Catholic Primary School over 11	30	41	0	41
St James C of E Primary School Weybridge over 21	60	81	0	81
St Matthew's CE (A) Infant School under 13	30	17	0	17
St Paul's Catholic Primary School over 10	60	69	1	70
Thames Ditton Infant School over 24	90	109	5	114
The Orchard School over 26	90	113	3	116
The Royal Kent C of E Primary School over 4	30	33	1	34
Walton Oak School under 17	60	43	0	43
<b>Total</b>	<b>1455</b>	<b>1555</b>	<b>29</b>	<b>1584</b>

**Appendix 2.**  
**Schools Offering Junior Places September 2013**

School	PAN	Surrey 1st Pref	Out County 1st Pref	Total 1st Pref
<b>Elmbridge</b>				
Ashley C of E (A) Primary School	0	9	0	9
Bell Farm Primary School under 49	120	71	0	71
Cardinal Newman Catholic Primary School	0	3	0	3
Chandlers Field Primary School	0	0	0	0
Claygate Primary School	0	0	0	0
Cleves School (Academy) over 72	150	222	0	222
Cranmere Primary School	0	1	0	1
Esher C of E (Aided) Primary School	0	2	0	2
Hinchley Wood Primary School	0	3	1	4
Hurst Park Primary School	0	1	0	1
Long Ditton St Mary's C of E (Aided) School under 11	45	27	7	34
St Albans Catholic Primary School	0	2	0	2
St Andrew's C of E Primary School under 6	8	2	0	2
St Charles Borromeo Catholic Primary School	0	1	0	1
St James C of E Primary School Weybridge	0	25	0	25
St Lawrence C of E (A) Junior School	90	91	0	91
St Paul's Catholic Primary School	0	0	0	0
Thames Ditton Junior School over 7	120	120	7	127
The Royal Kent C of E Primary School over 3	2	5	0	5
Walton Oak School	0	3	0	3
<b>Total</b>	<b>535</b>	<b>588</b>	<b>15</b>	<b>603</b>

**Appendix 3**  
**Secondary Schools**

School	PAN	Surrey 1st Pref	OC 1st Pref	Total 1st Pref
<b>Elmbridge</b>				
Esher Church of England High School over 84	210	291	3	294
Heathside School over 77	210	287	0	287
Hinchley Wood School (Academy) over 86	210	249	47	296
Rydens Enterprise School (Academy) under 86	210	124	0	124
<b>Total</b>	<b>840</b>	<b>951</b>	<b>50</b>	<b>1001</b>

## Appendix 4

Reception	PAN	Total number of first preference offers	Total number of other preference offers	Total number of places offered
Ashley C of E (A) Primary School	60	60	0	60
*Bell Farm Primary School	60	33	28	61
Burhill Community Infant School	90	89	1	90
Cardinal Newman Catholic Primary School	60	56	4	60
Chandlers Field Primary School	60	45	8	60
**Claygate Primary School	60	66	24	90
Cobham Free School	23	22	1	23
Cranmere Primary School	60	44	16	60
Esher C of E (Aided) Primary School	60	60	0	60
*Grovelands Infant and Nursery School	90	39	28	98
**Hinchley Wood Primary School	60	72	17	90
**Hurst Park Primary School	30	48	12	60
Long Ditton Infant and Nursery School	60	41	19	60
**Manby Lodge Infant School	60	39	50	90
Oatlands School	90	88	2	90
St Albans Catholic Primary School	30	26	4	30
**St Andrew's C of E Primary School	52	40	6	60
St Charles Borromeo Catholic Primary School	30	30	0	30
St James C of E Primary School Weybridge	60	58	2	60
St Matthew's CE (A) Infant School	30	17	6	26
*St Paul's Catholic Primary School	60	61	0	61
Thames Ditton Infant School	90	88	1	90
The Orchard School	90	85	5	90
The Royal Kent C of E Primary School	30	2	30	30
*Walton Oak School	60	8	60	60
<b>Total</b>	<b>1455</b>	<b>244</b>	<b>324</b>	<b>1589</b>

## Appendix 5

<b>Junior</b>	<b>PAN</b>	<b>Total number of first preference offers</b>	<b>Total number of other preference offers</b>	<b>Total number of places offered</b>
*Bell Farm Primary School	71	71	43	128
Cleves School (Academy)	146	146	1	150
Cranmere Primary School	1	1	1	7
Long Ditton St Mary's C of E (Aided) Junior School	27	34	4	40
*St Andrew's C of E Primary School	2	2	3	18
**St James C of E Primary School Weybridge	13	13	20	33
St Lawrence C of E (A) Junior School	85	85	4	90
Thames Ditton Junior School	114	119	0	120
The Royal Kent C of E Primary School	1	1	0	2
Walton Oak School	3	3	0	4
<b>Total</b>	<b>463</b>	<b>463</b>	<b>76</b>	<b>592</b>

**Appendix 6**

<b>Secondary</b>	<b>PAN</b>	<b>Total number of first preference offers</b>	<b>Total number of other preference offers</b>	<b>Total number of places offered</b>
<b>Elmbridge</b>				
Esher Church of England High School	<b>210</b>	<b>173</b>	<b>31</b>	<b>210</b>
Heathside School	<b>210</b>	<b>197</b>	<b>8</b>	<b>210</b>
*Hinchley Wood School & Sixth Form Centre	<b>210</b>	<b>193</b>	<b>24</b>	<b>222</b>
*Rydens Enterprise School & Sixth Form College	<b>210</b>	<b>124</b>	<b>86</b>	<b>297</b>
<b>Total</b>	<b>840</b>	<b>687</b>	<b>149</b>	<b>939</b>

\*Schools intending to drop back to PAN

\*\*Schools intending to stick to PAN



**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (ELMBRIDGE)****DATE:** 2<sup>nd</sup> September 2013**LEAD OFFICER:** Russell Pearson, Chief Fire Officer**SUBJECT:** Consultation on changes to fire engine deployment in the Borough of Spelthorne**DIVISION:** All Elmbridge, Runnymede, Spelthorne divisions**SUMMARY OF ISSUE:**

To consult on the proposed changes to create a new single fire engine fire station in the borough of Spelthorne to replace the two existing single fire engine fire stations at Sunbury and Staines.

**RECOMMENDATIONS:**

**The Local Committee (Elmbridge) is asked to:**

- (i) Note that consultation on this proposal is taking place in Spelthorne and neighbouring areas.
- (ii) Provide advisory feedback on the proposal.

**REASONS FOR RECOMMENDATIONS:**

This consultation is about how Surrey Fire and Rescue Service (SFRS) propose to close the two existing fire stations in Spelthorne and replace them with a fire station in a more central location within the borough. This fire station would have one 24 hour immediate response fire engine. The Surrey Fire and Rescue Authority has statutory duties to provide a fire and rescue service for the county with the resources available. This proposal is part of a transformation programme for the Service, designed to meet the challenges described in the Public Safety Plan 2011-20 (Annex 1). The savings generated by the station rationalisation will enable the continued provision of an equitable service across the county whilst maintaining the Surrey Response Standard.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 The Public Safety Plan (PSP) outlines 12 outcomes to be achieved by 2020. These include improving the balance of service provision across Surrey and improving the provision and use of property.
- 1.2 Surrey Fire and Rescue Service (SFRS) currently base one 24 hour fire engine at both Sunbury and Staines Fire Stations, which provide most of the initial response cover for the Spelthorne Borough area.
- 1.3 This proposal seeks to support the provision of more balanced service provision across the county, in order to be better positioned to achieve the

[www.surreycc.gov.uk/elmbridge](http://www.surreycc.gov.uk/elmbridge)

Surrey Response standard whilst remaining within the available budget for the Service.

- 1.4 To achieve this, the Service has reviewed emergency response cover across the county and identified an area where the provision of a new location would enable the more effective use of resources.

## **2. ANALYSIS:**

- 2.1 We have considered a range of options, which included doing nothing, closing one of the two fire stations in the borough, changing the crewing systems at the existing stations and finding a new location.
- 2.2 We evaluated each option in relation to its impact on emergency response performance, cost, achievability within time, resource constraints and conformity with the principles agreed under the Surrey PSP. This option analysis, linked with our understanding of the risk profile and from our experience of providing a fire and rescue service, helps to shape our professional opinion on the most appropriate course of action.
- 2.3 Consideration has also been given to the risk profile in and adjacent to Spelthorne and any potential developments in the area.
- 2.4 Our preferred option is to create a new single fire engine fire station in the borough of Spelthorne.
- 2.5 Proposal: To build a new fire station in the Ashford area and deploy one wholetime immediate response fire engine on a 24/7 basis at this location. Once this fire station is operational, close the fire stations at Sunbury and Staines.
- 2.6 This proposal is in accordance with the PSP principles and public opinion is being gauged through this consultation process.
- 2.7 The proposal enables a reduction in the number of fire fighter posts required with the associated revenue savings.
- 2.8 The benefits of the proposals would create a more efficient use of resources across the County. Spelthorne residents would receive one fire engine attending incidents on average in less than seven minutes and in many cases that will be sufficient resources to deal with the emergency safely and effectively. For life and property risk incidents, additional resources will be on their way to provide the required support for the first crew attending. The first fire crew on scene will assess the scale of the incident and can request more resources should they be required.
- 2.9 To support the decision making process the same emergency cover modelling process that was used for the Public Safety Plan has been used. To date the model has been accurate in its prediction of performance and provides support to officers making a professional judgement as to the most appropriate option to deploy.

2.10 For Elmbridge there is a minimal change to predicted performance.

#### Predicted response times to emergency incidents:

Response standard		1st response to all 2+ fire engine incidents		2nd response to all 2+ fire engine incidents		1st response to other emergencies
		Average	% in 10mins	Average	% in 10mins	% in 16 mins
Current situation	Surrey	07:28s	80.8	10:27s	86.7	96.8
	Spelthorne	05:44s	97.0	09:13s	98.2	99.8
	<b>Elmbridge</b>	<b>06:45s</b>	<b>89.5</b>	<b>11:01s</b>	<b>95.0</b>	<b>99.5</b>
	Runnymede	08:36s	69.2	10:21s	90.1	97.5
Proposal	Surrey	07:33s	82.5	10:27s	90.5	98.3
	Spelthorne	06:42s	91.4	10:24s	94.5	98.9
	<b>Elmbridge</b>	<b>06:48s</b>	<b>88.6</b>	<b>11.14s</b>	<b>93.0</b>	<b>99.3</b>
	Runnymede	07:18s	82.7	10:35s	92.5	98.8

Surrey Response Standard			
Incident Type	Response	Within	Target
Critical Incidents	1 <sup>st</sup> fire engine	10 minutes	80% of occasions
	2 <sup>nd</sup> fire engine	15 minutes	80% of occasions
All Other Emergencies	1 fire engine	16 minutes	95% of occasions

### 3. OPTIONS:

3.1 See section 2 above.

### 4. CONSULTATIONS:

4.1 A 13 week consultation period with residents, businesses, Surrey Fire and Rescue Service staff and unions, commenced on 5<sup>th</sup> August 2013 and will run until 4<sup>th</sup> November 2013.

### 5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 This proposal is one element of SFRS' plans to meet the requirements established in the medium term financial plan.

5.2 The costs have been identified within the council's medium term financial planning process and the funding is established as part of the development of the solution.

**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 At the start of the project, an initial Equality Impact Assessment (EIA) screening was undertaken to identify the potential impact on people with protected characteristics and high risk groups (i.e. age, mental health, disability), which also informed the consultation plan.
- 6.2 During the project, the options will be assessed further on their impact on people with protected characteristics and a final EIA will be submitted to Cabinet alongside the final report.

**7. LOCALISM:**

- 7.1 The public consultation allows all residents and businesses to input their views from a local perspective.

**8. OTHER IMPLICATIONS:**

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

**9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 SFRS proposes to create a new single fire engine fire station in the borough of Spelthorne. This means:
- i) Procuring a suitable site in the Ashford area and building a new fire station.
  - ii) Deploying one fire engine at this new station with a target date of April 2015.
  - iii) Closing Sunbury and Staines fire stations once the new station is operational.
- 9.2 The Local Committee is asked to consider the proposal and provide a response to the contact officer by 4th November 2013.
- 9.3 The Local Committee is also asked to where possible encourage constituents to get involved in the consultation.

**10. WHAT HAPPENS NEXT:**

- 10.1 Consultation will continue until 4th November 2013. A full consultation report accessible to the public will be available on 14th November.
- 10.2 An interim report, based on initial analysis of consultation feedback, will be drafted and shared with Cabinet Members and key stakeholders at the end of October 2013.
- 10.3 The proposal, shaped by consultation feedback, will be presented to Surrey County Council Cabinet on 26th November 2013.

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**Contact Officer:**

Eddie Roberts (Area Commander - East Area)  
Telephone: 01737 242444  
Email: eddie.roberts@surreycc.gov.uk

**Consulted:**

Public Consultation commenced on 4<sup>th</sup> August

**Annexes:**

No of annexes: 2  
Public Safety Plan 2011-20 (summary version)  
Consultation plan Version No. 2 Date: 14/08/13 Time: 12:30 Initials: GW

**Sources/background papers:**

- n/a
-

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# Surrey Fire and Rescue Authority Public Safety Plan 2011 - 2020

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Summary



ITEM 14



## Summary

ITEM 14



We have the pleasure of presenting the summary of our Public Safety Plan for 2011-20. The plan describes our vision for Surrey Fire and Rescue Service and establishes a framework for future development, setting out the improvements we intend to make to the fire and rescue service in Surrey during this period. This plan incorporates important work that we will implement to reduce the risk in our communities and to make Surrey safer for all those who live, work, travel in or visit our county. We are determined to deliver a quality fire and rescue service for the County and we believe that by working with the community we can continue to improve your safety. That is why our mission is: **'with you, making Surrey safer'**.

*Kay Hammond; Cabinet Member for Community Safety*

*Russell Pearson; Chief Fire Officer*

## Your Fire and Rescue Service

### Our Vision for Surrey Fire and Rescue Service as:

A high performing, low cost and valued organisation that contributes to making Surrey a safe place.

An employer of choice, providing career opportunities within a motivated workforce who are competent and confident, healthy and safe, and who are representative of their community.

Managing our resources based on risk analysis, matching resources to demand and providing a balanced level of emergency response across Surrey.

Ensuring that we are sufficiently resilient to be able to provide an emergency response under all foreseeable circumstances.

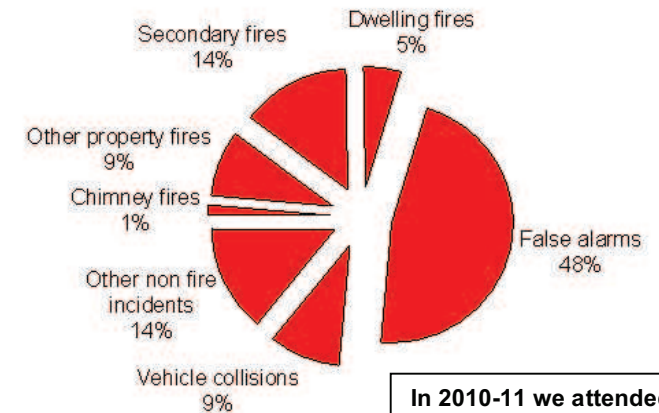
### Our Vision for you is:

That you are fully informed about the part you can play in making Surrey safer. This personal responsibility will empower individuals, families and communities to help themselves and enhance their neighbourhoods. It will help to prevent some emergencies from occurring and also reduce the impact on you and those around you if they do occur.

**In Surrey the County Council is the Fire and Rescue Authority** and have a statutory duty to provide a fire and rescue service. This duty is met by Surrey Fire and Rescue Service, which undertakes prevention activity, enforces fire safety law and provides emergency response cover. As of June 2011, we operate from 24 fire stations with 35 fire engines and 20 specialist vehicles. We employ:

- 632 Wholetime firefighters
- 134 'on-call' firefighters
- 30 Mobilising control staff
- 75 support staff

We provide 24-hour emergency response cover to an area of over 1,600 km<sup>2</sup> with a growing population of over 1.1 million. 80% of Surrey is rural but the majority of people live in the towns. Surrey has 63 miles of motorway and the M25 section is one of the most heavily used stretches of motorway in Europe.



**In 2010-11 we attended 10,953 incidents.**





## Summary

### Building on Success

Surrey is a successful fire and rescue service and has achieved positive recognition through audit and assessment. We have taken innovative approaches to a number of the challenges that we have faced and as a consequence believe we provide value for money. We deliver high quality prevention activities, notably our Youth Engagement Scheme and the award winning Safe Drive Stay Alive road safety show. We also achieve high levels of public satisfaction.

Throughout the Public Safety Plan we talk about risk and it is important that you are clear on what we mean. Risk is the assessment of the likelihood of an event occurring coupled with the potential severity if that event occurs. The impact of incidents is often wider than just those directly involved, consider the vehicle collision on the M25 which causes a ten mile tailback, or the fire involving gas cylinders which may potentially explode resulting in hundreds of people being evacuated from their homes or businesses for a period of twenty four hours. We understand our role, which is all about reducing the risk; the likelihood and the consequence, for all those who may be affected by an incident.

Our analysis shows that whilst Surrey is one of the safest places to be in the UK, there are always incidents and events that we must be trained and equipped to respond to, particularly vehicle collisions that cause a significantly greater number of deaths and serious injuries than fires. We focus our prevention activity on those most at risk, and have identified age and health as two key factors that contribute to fire risk. Factors relating to areas or housing type are not as apparent. We also know that young drivers are at greatest risk from being involved in vehicle collisions. For all emergency types we know that we experience a predictable increase in demand from approximately 6 am, with peaks of activity during the morning and evening rush hours. From 10pm through until 6am the average level of demand on our resources is very low. There is little variation across the days of the week or the time of year, those changes that do occur are often dependant on the prevailing weather conditions.

Comparison of Numbers Killed and Seriously Injured in Fires and Vehicle Collisions		
Year	Fire	Collision
2010/11	3 + 36	32 + 488
2009/10	2 + 36	38 + 547
2008/9	4 + 51	55 + 559

### Challenges

Surrey continues to change, with increases in population, a changing age profile and rising traffic levels. The threat of terrorism and the effects of climate change also contribute to the challenges that Surrey faces. As a fire and rescue service it is essential that we adapt to these changes and this also means overcoming our own challenges, whilst managing the impact of the financial pressures on the public sector.

Our fire stations are not necessarily in the right places, located where they are as a consequence of history and the needs of the community at that time.

The shift systems that we operate do not provide the flexibility required. The Retained Duty System of 'on-call' firefighters faces a number of challenges, due to both changes in legislation and the way people live and work.

Whilst the number of incidents that we attend continues to fall, the range and complexity of incidents that we respond to, or must be prepared to respond to, is increasing. We are a people based organisation, it is our staff who deliver the service, responding to incidents, providing education, advice and enforcing fire safety law. The training and development of our staff is crucial to our success and as the demands upon us increase, so does the requirement for appropriate and effective training.

Surrey experiences relatively low numbers of fatalities and injuries in fires. Our challenge is to continue to reduce these numbers and this means the accurate targeting of those who are most vulnerable. We must also maintain our contribution to the reduction of casualties associated with road traffic collisions and will continue to focus on young drivers.



### Summary

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Our Public Safety Plan describes the outcomes that we intend to have achieved by 2020. By this date, we will have:

<b>Outcome 1:</b>	<b>Revised and achieved our response standard.</b>
	Our standard is described on page 5 and our performance will be reported regularly.
<b>Outcome 2:</b>	<b>Matched resource provision to predicted demand levels.</b>
	We will have more fire engines available during the day than at night.
<b>Outcome 3:</b>	<b>Improved the balance of service provision across Surrey.</b>
	Across Surrey we will provide as consistent a level of service as possible.
<b>Outcome 4:</b>	<b>Crewed all fire engines with five firefighters.</b>
	The first fire engine crew on scene will be as effective as possible in their initial actions.
<b>Outcome 5:</b>	<b>Created capacity to improve firefighter and community safety.</b>
	We will provide our staff with suitable and effective training and continue to deliver a wide range of community safety advice and activity.
<b>Outcome 6:</b>	<b>Implemented more appropriate working arrangements for staff.</b>
	Our workforce will operate within a variety of shift patterns that are flexible to meet the needs of the Service and the individual.
<b>Outcome 7:</b>	<b>Increased the use of volunteers.</b>
	Volunteers will support us across a number of activities, including identifying and supporting vulnerable groups.
<b>Outcome 8:</b>	<b>Appropriate response arrangements for all calls for assistance.</b>
	We will be responding to genuine emergencies and guiding people to the most appropriate solution if we are not required.
<b>Outcome 9:</b>	<b>Effective income generation and cost recovery arrangements.</b>
	We will be recovering costs where appropriate and have a range of sponsorship and income opportunities available to us.
<b>Outcome 10:</b>	<b>The most efficient governance arrangements.</b>
	We will be operating within the most appropriate Fire and Rescue Authority structure.
<b>Outcome 11:</b>	<b>Improved the provision and use of property.</b>
	We will be operating from suitably located fire stations, sharing with others where appropriate and offering access to the public and partners.
<b>Outcome 12:</b>	<b>Effective community safety activity.</b>
	We will be targeting those most vulnerable whilst continuing to offer advice and support to all.

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**Summary**

<b>OUR PRIORITIES</b>			
<p><b>Your Fire and Rescue Service:</b></p> <p>Reducing the risk and impact of fires, vehicle collisions and other emergencies.</p>	<p><b>Our Staff:</b></p> <p>Ensuring our workforce are ready and able to provide you with the best possible service.</p>	<p><b>Our Organisation:</b></p> <p>Ensuring that we provide a balanced, efficient, affordable and resilient fire and rescue service.</p>	<p><b>Your Community:</b></p> <p>Delivering localism to make Surrey a better place to be.</p>
<b>WHAT WE WANT TO ACHIEVE</b>			
<p>a) Work with you to ensure that we understand the risks in our communities.</p> <p>b) Work with you to prevent fires and other incidents occurring.</p> <p>c) Work with those who are responsible for the fire safety in buildings and at public events to reduce the risk from fire.</p> <p>d) Respond as quickly as possible to emergency calls and provide the right number of firefighters, fire engines and equipment to deal with the incident.</p> <p>e) Participate appropriately in the planning and response to local and national emergencies.</p>	<p>a) Ensure that our staff are selected, trained and developed to do their job safely and effectively.</p> <p>b) Support our staff within a safety conscious, inclusive and healthy working environment.</p> <p>c) Ensure that we have the appropriate number of staff available to meet the demands on our service.</p>	<p>a) Manage our resources effectively to improve the level of service to more people.</p> <p>b) Have the appropriate resources available to meet the expected demand.</p> <p>c) Manage our service to provide the best value for money.</p> <p>d) Ensure we can always provide an emergency response.</p>	<p>a) Work with others, where appropriate, to build safer and stronger communities.</p> <p>b) Reduce our impact on the environment.</p> <p>c) Support the Surrey County Council corporate strategy.</p> <p>d) Seek further ways to add value to our communities.</p>

**Achieving our Vision**

This plan builds on previous plans and continues to provide clear steps for us to achieve our vision. As targets are reached we will review our actions and revise our planned actions accordingly. There are a number of significant events, for example the opening of the Hindhead Tunnel and London 2012, which we must plan for and that will also determine the timing of our proposed changes.

ITEM 4



### Summary

#### Our Response Standard

We have stated in previous Public Safety Plans that we believe we are able to provide an improved level of service whilst operating from fewer, but more appropriate locations and with fewer people. To achieve this, we need to build fire stations in new locations but we are also confident that we can improve the Service within our existing locations, by changing the way we operate (see table). These changes match the fire engine availability to the demand and provide capacity for training and community safety activity.

To provide Surrey communities with the best possible service we have set standards to achieve for emergency response. This helps us to determine how many fire engines we need and where they are best located. It also allows us to measure our performance so that we can be accountable to you. We will focus on the emergencies where lives and property are most at risk; we feel these **critical incidents are primarily building fires and vehicle collisions.**

Once we know what your emergency is and where it is occurring, we will send the quickest response. Our **Surrey Response Standard** is:

Surrey Response Standard			
Incident Type	Response	Within	Target
Critical Incidents	1 <sup>st</sup> fire engine	10 minutes	80% of occasions
	2 <sup>nd</sup> fire engine	15 minutes	80% of occasions
All Other Emergencies	1 fire engine	16 minutes	95% of occasions

We do not know where we will be in relation to the emergencies that occur; therefore we cannot guarantee how quickly we will reach you. We aim to attend every emergency incident as quickly as possible without compromising on safety to other road users. To select the most appropriate response to every emergency we use technology to monitor the location of our fire engines and will position them appropriately to maintain our standard.

Borough/ District	Fire Station	Phase 1 PSP		
		Week Day 7am-7pm	Weekend Day 7am-7pm	Night 7pm-7am
Elmbridge	Esher	1	1	#
	Painshill	1	1	1
	Walton	1	2	2
Epsom & Ewell	Epsom	2	2	1
Guildford	Gomshall	#	#	#
	Guildford	2	3	3
Mole Valley	Dorking	1	1	1
	Leatherhead	1	1	1
Reigate & Banstead	Reigate	2	2	2
Runnymede	Chertsey	1	1	1
	Egham	1	1	1
Spelthorne	Staines	1	1	#
	Sunbury	1	1	1
Surrey Heath	Camberley	2	2	1
	Chobham	1	1	1
Tandridge	Godstone	1	1	1
	Lingfield	#	1	1
	Oxted	1	1	1
Waverley	Cranleigh	1	1	1
	Dunsfold	#	1	1
	Farnham	1	1	1
	Godalming	1	1	1
	Haslemere	1	1	1
Woking	Woking	1	1	1
Operational Assurance Reserve [staff equivalent per day]		+3	+3	#
Total Fire Engines		25 [+3]	29 [+3]	25

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## Summary

### Play Your Part

We have said what we can do for you but there are also things that you can do to help us.

- Help prevent fires by disposing of smoking materials carefully and not overloading electrical sockets; further fire safety advice is available from [www.surrey-fire.gov.uk](http://www.surrey-fire.gov.uk). You could also help us by reducing the number of false alarms that we attend by maintaining fire detection systems properly.
- We cannot prevent all fires but you can help protect yourself by having working smoke detection and a fire escape plan for your home, we can assist you with this through a free home fire safety visit. Book at [www.surrey-fire.gov.uk](http://www.surrey-fire.gov.uk) or call 0800 085 0767. You could also help yourself in other emergencies such as taking measures to protect your property if you live in a flood risk area. Advice available at [www.environment-agency.gov.uk/homeandleisure](http://www.environment-agency.gov.uk/homeandleisure). For more information on preparing for emergencies visit [www.surreyalert.info/protectingyourself/](http://www.surreyalert.info/protectingyourself/)
- Our Firewise scheme provides an opportunity for us to speak to young people who have shown an unhealthy interest in fire or who may already have been involved in firesetting. If you feel that a young person may benefit from this intervention, please call 0800 085 0767.

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We see too many lives shattered by car crashes; think about your safety and that of others by driving safely and ensuring everyone wears a seat belt in vehicles.

If you need us to help you in an emergency; stay calm, phone 999 and tell us exactly where you are and the nature of the emergency.

- If you are driving and see a fire engine on an emergency call, pull over when safe to do so and give it as much room as you can.
- If you are an employer or run a business, make sure that you understand your legal duties for fire safety in your premises. See [www.legislation.gov.uk](http://www.legislation.gov.uk) and [www.communities.gov.uk/fire](http://www.communities.gov.uk/fire)
- You can help us in more ways than you think; we have a range of opportunities, not just fighting fires, which could be paid or voluntary. If you are interested in helping us make Surrey safer, please go to [www.surrey-fire.gov.uk/opportunities](http://www.surrey-fire.gov.uk/opportunities)
- We want to continue to offer the wide range of services we provide, if you can provide sponsorship to enable us to provide free smoke alarms or books and equipment to help us teach your children to be safe from fire please go to [www.surrey-fire.gov.uk/sponsorship](http://www.surrey-fire.gov.uk/sponsorship)
- Tell us what you think about our Service. We are always keen to hear your views on how we are performing and what we may be able to do better.

For further information please contact us:

**online:** [www.surrey-fire.gov.uk/psp](http://www.surrey-fire.gov.uk/psp); by **telephone:** 03456 009 009 (M-F 8am – 6pm); by **Minicom:** 020 8541 9698; by **SMS:** 07527 182 861; by **email** to [psp@surreycc.gov.uk](mailto:psp@surreycc.gov.uk); or in **writing** to the PSP Team, Surrey Fire and Rescue Service Headquarters, Croydon Road, Reigate, Surrey, RH2 0EJ.

The Public Safety Plan 2011-20 and Action Plan 2011-13 are available at [www.surrey-fire.gov.uk/psp](http://www.surrey-fire.gov.uk/psp)

ITEM 14

Surrey County Council  
County Hall  
Kingston upon Thames  
Surrey KT1 2DN



If you would like this information in large print, Braille, on tape or in another language please contact us on:

**Tel: 03456 009 009**

**Minicom: 020 8541 9698**

**Fax: 020 8541 9575**

**Email:**

**contactcentre@surreycc.gov.uk**

Nëse dëshironi që ky dokument të jetë me shkronja të mëdha, në kasetë ose në një gjuhë tjetër, ju lutemi n'a telefononi në një nga numrat e mësipërm.

إذا كنت ترغب بالحصول على هذه الوثيقة في طباعة مكبرة، أو على شريط مسجل أو في لغة أخرى، فنرجو الاتصال بنا على أحد الأرقام المدونة أعلاه.

আপনি যদি এই ডকুমেন্ট বা নথি বড় ছাপার অক্ষরে, টেপে বা অন্য কোন ভাষায় পেতে চান, তাহলে দয়া করে উপরের যে কোন একটি নম্বরে আমাদের সাথে যোগাযোগ করুন।

Si desea este documento impreso en letra grande, en casete o en otro idioma, rogamos que se ponga en contacto con nosotros llamando a uno de los números anteriores.

如欲索取本文的大字體版本、錄音帶版本或另一語言版本，請撥以上任一電話號碼，與我們聯絡。

اگر آپ کو یہ دستاویز بڑے حروف کی چھپائی میں، ٹیپ پر یا کسی دوسری زبان میں درکار ہو، تو برائے مہربانی اوپر دیئے ہوئے کسی ایک نمبر پر ہم سے رابطہ کریں۔

## Annex 2: Consultation Plan: Changes to Fire Engine Deployment in the Borough of Spelthorne

### Aim:

- To inform stakeholders about proposal and rationale
- To seek views and feedback about proposal
- To be as inclusive as possible, while proportionate to predicted impact and scale of proposed changes (stakeholders from different E&D strands, through different channels)

### Timeline (see consultation plan):

- 13 weeks (5/8 – 4/11/13) – longer because of summer holidays
- Interim report: mid October 2013
- Consultation report: 14/11/13 (for submission with final Cabinet paper)

### Overview by stakeholder groups

Date	Stakeholder	Engagement / consultation activity	Equality & Diversity consideration
<b>Residents / businesses</b> General Public (Spelthorne; Elmbridge; Runnymede; London Boroughs of Hounslow and Richmond) Targeted activities with high risk groups (age, disability, mental health)			
5 August – 4 November	Residents, businesses	SurveyMonkey, via: - email invites (direct mailing list and mailing lists from D&BC, Commerce and business groups, VCFS organisations, External Equalities Advisory Group) - SCC website link - SCC social media link - partner websites	E&D screening at end of survey; Send out through EEAG; Carers groups; SCA BME group; Faith groups

From 5 August		Printed questionnaires / posters / consultation leaflets, via: <ul style="list-style-type: none"> <li>- Care Homes</li> <li>- Residents Associations / local groups</li> <li>- Libraries</li> <li>- VCFS groups</li> <li>- Citizens Advice Bureaux</li> <li>- Community Centres</li> <li>- Day Centres</li> <li>- GP surgeries</li> <li>- Post Offices</li> <li>- Schools</li> <li>- Youth Clubs</li> <li>- Churches</li> <li>- Council Offices</li> </ul>	Care Homes, GP surgeries, Post offices – targets elderly residents  E&D screening at end of survey  Mental Health / disability groups
From 5 August		Information through local media <ul style="list-style-type: none"> <li>- D&amp;BC websites (including social media)</li> <li>- Chamber of commerce publication</li> <li>- local outlets</li> </ul>	Accessibility (variety of channels)
5 August 17 September	Empowerment Board North Surrey	Consultation email Meeting	Disability groups
From 5 August	Neighbourhood Police Teams	Distribution of material (Spelthorne, Elmbridge, Runnymede) Panel meetings in Spelthorne	
17 September 25 September	Residents (Sunbury; Staines)	Public meetings - recruitment through surveys and public media	E&D considerations when inviting
<b>Staff</b>			
Before consultation During consultation	Staff	Team briefings Emails / news bulletin Posters at stations Invite to survey	E&D screening at end of survey
27 August 9 September	Staff	Workshops at Sunbury and Staines	E&D considerations when inviting
Before	FBU	Meetings	



consultation During consultation	Unison, GMB	Email	
<b>Councillors</b>			
Message from Helyn Clack / Kay Hammond Meetings for Select Committee, Local Committees			
On-going	Portfolio Holder (Helyn Clack / Kay Hammond)	Regular meetings	
August - November	Communities SC	Meetings with Denise Email with survey / consultation material Workshop 26 September, 9.30 am Formal Meeting 21 November	
5 August	SCC Members of Spelthorne, Runnymede and Elmbridge	Email with survey / consultation material	
	SCC Members	Email with survey / consultation material Members Bulletin ('Communicate', SC bulletin)	
	Spelthorne Council Leader and Councillors	Email with survey / consultation material	
	Elmbridge and Runnymede Council Leader and Councillors	Email with survey / consultation material	
	LB Hounslow and LB Richmond councillors	Email with survey / consultation material	
	Surrey MPs Richmond MP Feltham MP	Letter / consultation material	
2 September 30 September 30 September	Elmbridge Committee Spelthorne Committee Runnymede Committee	Meetings	
<b>Partners</b>			
From 5 August	Police, PCT / Clinical Commissioning Groups, Neighbouring Fire Brigades, Ambulance, Highways, VCFS groups, Community Safety Partnerships (see <a href="#">stakeholder plan</a> )	Letters / emails Emails / consultation material Business As Usual meetings	Disability group SCA Carers groups
<b>Surrey County Council</b>			

5 August	Customers and Communities Leadership Team (CCLT)	Email Meetings	
	Council Leadership Team	Email	
	Adult Social Care	Through Sarah Mitchell Directly with regional MH / disability officers	
	Libraries	Email Rose Wilson Contact managers of libraries identified as suitable outlets	
	Highways East	Email	
	Environment	Email	
	Transport	Email	
	Emergency Management	Email	
	Trading Standards	Email / CCLT	
	Communications / Contact Centre	Email	
	Community Partnership Teams	Email / CCLT	

## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (ELMBRIDGE)

DATE: 2 SEPTEMBER 2013

LEAD OFFICER: EDDIE ROBERTS, AREA MANAGER, SURREY FIRE AND RESCUE SERVICE

SUBJECT: ANNUAL REPORT 2012-13

DIVISION: ALL ELMBRIDGE DIVISIONS



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

**Contact Officer:** Kevin Noble, 01737 242444

**Consulted:** SFRS officers

**Annexes:** Annex 1 – Annual Report

**Sources/background papers:**

- Elmbridge Borough Plan 2012/13
- SFRS Public Safety Plan
- [www.surrey-fire.gov.uk](http://www.surrey-fire.gov.uk)

[www.surreycc.gov.uk/elmbridge](http://www.surreycc.gov.uk/elmbridge)

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MISSION

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

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

*Completed by  
Station Manager Kevin Noble  
Community Impact Officer East Area  
Elmbridge Borough*

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## KEY ISSUE

- 1.1 This report outlines the major strands of activity being undertaken within the Elmbridge area by the Surrey Fire and Rescue Service (SFRS) teams based at Esher, Painshill and Walton Fire Stations.

## SUMMARY

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

## OFFICER RECOMMENDATIONS

### **The Local Committee is asked to:**

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

## ELMBRIDGE STATISTICS

Within Service/Borough Target		
Close to Service/Borough Target		
Above Service/Borough Target - Action Required		
<b>Key Performance Indicators for 2012/13</b>	<b>2012/2013</b>	<b>2011/2012</b>
Percentage of Fires attended in dwellings with no smoke detection fitted	Service Target < 38%	Service Target < 38%
	20%	35%
No of fatalities due to primary fires	Service Target 7	Service Target 7
	1	2
No of injuries arising from accidental dwelling fires	Borough Target 2	Borough Target 2
	5	5
No of false alarms caused by AFA's (automatic fire alarms)	Borough Target 186	Borough Target 186
	158	173
No of calls to malicious false alarms attended	Borough Target 9	Borough Target 9
	13	10
No of deliberate Primary & Secondary Fires (excluding vehicles)	Borough Target 84	Borough Target 84
	32	58
No of deliberate & Secondary vehicle fires	Borough Target 20	Borough Target 20
	8	8
No of calls to fires attended - primary	Borough Target 143	Borough Target 143
	122	153
No of calls to fires attended - Accidental fires in dwellings	Borough Target 62	Borough Target 62
	57	74
Percentage of accidental dwelling fires confined to room of origin	Borough Target >91%	Borough Target >91%
	91%	86%
No of fires in non domestic premises	Borough Target 21	Borough Target 21
	17	16
No of HFSVs (Home Fire Safety Visits) Visits to Risk Households Total Visits	Service Target % at Risk >60%	Service Target % at Risk >60%
	352(82%)	N/A
	427	N/A



## REPORTING AGAINST TARGETS NOT ACHIEVED

### 1.6 Injuries arising from accidental fires

2012/2013	2011/2012
Borough Target 2	Borough Target 2
5	5

1.7 None of the injuries arising from accidental fires have deemed to be serious, of the incidents reported all injuries have been precautionary check ups where casualties have either been removed to hospital or received medical intervention at scene due to effects of suffering smoke inhalation or minor burns.

### 1.8 No of fatalities due to primary fires.

2012/2013	2011/2012
Service Target 7	Service Target 7
1	2

1.9 This unfortunate fatality was an 87 year old female, she was a resident of Gunters Mead, Copsem Lane Oxshott.

**1.10 Number of Malicious False Alarms attended.**

2012/2013	2011/2012
Borough Target 9	Borough Target 9
13	10

- 1.11 No repeat offenders or patterns have been identified within the borough. The Community Impact (CI) team will continue to monitor this and will report any findings to the JAG or CIAG meetings as appropriate and will continue to work closely with partners to reduce malicious calls within the Elmbridge Borough

## COMMUNITY FIRE PROTECTION

1.12

Figures for 2012	
Prosecutions	<b>0</b>
Prohibition Notice - Formal	<b>0</b>
Enforcement Notice - Formal	<b>2</b>
Deficiencies Notice - Informal	<b>14</b>
Licensing Consultations	<b>118 (East area total)</b>
Building Regulation Consultations	<b>735 (East area total)</b>

## COMMUNITY FIRE PREVENTION

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

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

1.14

2012/2013	2011/2012
Service Target % at Risk >60%	Service Target % at Risk >60%
427	N/A
352(82%)	N/A

## SAFEGUARDING REFERRALS

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

2012/2013	2011/2012
Totals	Totals
T.B.C.	T.B.C

## VOLUNTEERS SERVICE

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

## COMMUNITY ENGAGEMENT

### Education

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

Number of Schools	Number of Pupils
1	40

### Junior Citizens

- 1.19 In June the service supported Elmbridge Boroughs highly successful Junior Citizens scheme aimed at children aged between 10-11 years (Year 6)

Number of Days	Number of Pupils
13	1300

### Firewise Scheme

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

Elmbridge Borough	
Number of Referrals	
	2

## Youth Engagement Scheme

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

Elmbridge Borough	
Total Number of Referrals	13
Total Number Offered Taster Session	11
Total Number Started	9
Total Number Graduated	7

## Safe Drive Stay Alive

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

Elmbridge Borough	
Number of Pupils	792

## WHAT HAPPENS NEXT

- 1.23 Members are asked to support the Station(s) plan for 2013/2014  
Members are asked to recognise good performance by Elmbridge personnel in 2012/2013

**LEAD OFFICER:** Eddie Roberts, Area Manager

**TELEPHONE NUMBER:** 01737 242444

**E-MAIL:** [Eddie.roberts@surreycc.gov.uk](mailto:Eddie.roberts@surreycc.gov.uk)

**CONTACT OFFICER:** Kevin Noble Station Manager – Community Impact – East

**TELEPHONE NUMBER:** 01737 242444

**E-MAIL:** [Kevin.noble@surreycc.gov.uk](mailto:Kevin.noble@surreycc.gov.uk)

**BACKGROUND** Elmbridge Borough Plan 2012/2013

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**PAPERS:**

SFRS Public Safety Plan.

Web: [www.surrey-fire.gov.uk](http://www.surrey-fire.gov.uk)

<b>File Ref:</b> Elmbridge Borough Report April 2012-March 2013	<b>Owner:</b> SM Kevin Noble Community Impact East Area
<b>Date of Issue:</b> 20/08/2013	<b>Version Number:</b> 5
<b>Consulted:</b> Yes	

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (ELMBRIDGE)****DATE: 2 SEPTEMBER 2013****LEAD OFFICER: SANDRA BROWN****SUBJECT: LOCAL COMMITTEE & MEMBERS' ALLOCATION FUNDING - UPDATE****DIVISION: ALL****SUMMARY OF ISSUE:**

Surrey County Council Councillors receive funding to spend on local projects that help to promote social, economic or environmental well-being in the neighbourhoods and communities of Surrey. This funding is known as Members' Allocation.

For the financial year 2013/14 the County Council has allocated £12,876 revenue funding to each County Councillor and £35,000 capital funding to each Local Committee. This report provides an update on the projects that have been funded since May 2013 to date.

**RECOMMENDATIONS:**

**The Local Committee (Elmbridge) is asked to note:**

- (i) The amounts that have been spent from the Members' Allocation and Local Committee capital budgets, as set out in Annex 1 & Annex 2 of this report.

**REASONS FOR RECOMMENDATIONS:**

The allocation of the Committee's budgets is intended to enhance the wellbeing of residents and make the best possible use of the funds. Greater transparency in the use of public funds is achieved with the publication of what Members' Allocation funding has been spent on.

## **1. INTRODUCTION AND BACKGROUND:**

- 1.1 The County Council's Constitution sets out the overall Financial Framework for managing the Local Committee's delegated budgets and directs that this funding should be spent on local projects that promote the social, environmental and economic well-being of the area.
- 1.2 In allocating funds councillors are asked to have regard to Surrey County Council's Corporate Strategy 2010-14 Making A Difference that highlights five themes which make Surrey special and which it seeks to maintain:
- A safe place to live;
  - A high standard of education;
  - A beautiful environment;
  - A vibrant economy;
  - A healthy population.
- 1.3 Member Allocation funding is made to organisations on a one-off basis, so that there should be no expectation of future funding for the same or similar purpose. It may not be used to benefit individuals, or to fund schools for direct delivery of the National Curriculum, or to support a political party.

## **2. ANALYSIS:**

- 2.1 All the bids detailed in Annex 1 & Annex 2 have been considered by and received support from the local county councillor and been assessed by the Community Partnerships Team as meeting the County Council's required criteria.

## **3. OPTIONS:**

- 3.1 The Committee is being asked to note the bids that have already been approved.

## **4. CONSULTATIONS:**

- 4.1 In relation to new bids the local councillor will have discussed the bid with the applicant, and Community Partnerships Team will have consulted relevant Surrey County Council services and partner agencies as required.

## **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 Each project detailed in this report has completed a standard application form giving details of timescales, purpose and other funding applications made. The county councillor proposing each project has assessed its merits prior to the project's approval. All bids are also scrutinised to ensure that they comply with the Council's Financial Framework and represent value for money.
- 5.2 The current financial position statements detailing the funding by each member of the Committee are attached at **Annex 1 and Annex 2**. Please note these figures will not include any applications that were approved after the deadline for this report had past.



**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 The allocation of the Members' Allocation and Local Committee's budgets is intended to enhance the wellbeing of residents and make the best possible use of the funds. Funding is available to all residents, community groups or organisations based in, or serving, the area. The success of the bid depends entirely upon its ability to meet the agreed criteria, which is flexible.

**7. LOCALISM:**

- 7.1 The budgets are allocated by the local members to support the needs within their communities.

**8. OTHER IMPLICATIONS:**

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

**9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 The spending proposals put forward for this meeting have been assessed against the County standards for appropriateness and value for money within the agreed Financial Framework.

**10. WHAT HAPPENS NEXT:**

- 10.1 Payments to the organisations have, or will be paid to the applicants, and organisations are requested to provide publicity of the funding and also evidence that the funding has been spent within 6 months.

**Contact Officer:**

Delia Davies, Local Support Assistant – 01372 832607

**Consulted:**

- Local Members have considered and vetted the applications
- Community Partnership Team have assessed the applications

**Annexes:**

Annex 1 – The breakdown of spend to date per County Councillor

Annex 2 – The breakdown of spend to date per County Councillor of the Local Committee Budget.

**Sources/background papers:**

- All bid forms are retained by the Community Partnerships Team

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**Elmbridge Members Allocations Expenditure - Balance Remaining 2013-2014 Annex 1**

				<b>REVENUE</b>	<b>DATE PAID</b>
<b>Mike Bennison</b>	<b>REFERENCE</b>	<b>ORGANISATION</b>	<b>PROJECT DESCRIPTION</b>	<b>£12,876.00</b>	
	EF700199078	Love of Learning	Arts and Crafts in Oxshott and Claygate	£1,000.00	05.07.2013
	EF300363288	SCC Highways	Grit Bin - Beaconsfield Road, Claygate	£1,000.00	11.07.2013
	EF800195028	Oxshott & Cobham Music S	Publicity of the 2013-14 Season	£400.00	24.07.2013
	EF800197044	Claygate Allotment Assoc	Easy Access Equipment - Lightweight Petrol Brush Cutters	£370.00	26.07.2013
	EF800196873	Aluna Music Group	Musikidz	£400.00	
		<b>BALANCE REMAINING</b>		<b>£9,706.00</b>	

				<b>REVENUE</b>	<b>DATE PAID</b>
<b>Peter Hickman</b>	<b>REFERENCE</b>	<b>ORGANISATION</b>	<b>PROJECT DESCRIPTION</b>	<b>£12,876.00</b>	
	EF800191013	Thames Ditton TA	Thames Ditton High Street Fair	£600.00	03.06.2013
	EF700201665	Thames Ditton Junior Sch	SATRO Science Day for Thames Ditton Junior School	£960.00	11.07.2013
		<b>BALANCE REMAINING</b>		<b>£11,316.00</b>	

				<b>REVENUE</b>	<b>DATE PAID</b>
<b>Margaret Hicks</b>	<b>REFERENCE</b>	<b>ORGANISATION</b>	<b>PROJECT DESCRIPTION</b>	<b>£12,876.00</b>	
	EF700202213	Surrey Search & Rescue	Mapping Project	£450.00	16.07.2013
	EF800196873	Enigma	Comic Potential	£200.00	24.07.2013
	EF300364432	Surrey Highways	Tree Work in Fisher Close, Hersham	£925.00	30.07.2013
		<b>BALANCE REMAINING</b>		<b>£11,301.00</b>	

				<b>REVENUE</b>	<b>DATE PAID</b>
<b>Rachael I Lake</b>	<b>REFERENCE</b>	<b>ORGANISATION</b>	<b>PROJECT DESCRIPTION</b>	<b>£12,876.00</b>	
	EF700202209	Surrey Search & Rescue	Mobile Power Project	£500.00	16.07.2013
		<b>BALANCE REMAINING</b>		<b>£12,376.00</b>	

				<b>REVENUE</b>	<b>DATE PAID</b>
<b>Mary Lewis</b>	<b>REFERENCE</b>	<b>ORGANISATION</b>	<b>PROJECT DESCRIPTION</b>	<b>£12,876.00</b>	
		<b>BALANCE REMAINING</b>		<b>£12,876.00</b>	

**Elmbridge Members Allocations Expenditure - Balance Remaining 2013-2014 Annex 1**

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	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	DATE PAID
Christian Mahne	ELM1213062	Elm Business Network	Finance Conference (returned funding)	£12,876.00	
	EF800198457	Enigma	Comic Potential	-£999.00	
				£250.00	
			<b>BALANCE REMAINING</b>	<b>£13,625.00</b>	

	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	DATE PAID
Ernest Mallett				£12,876.00	
			<b>BALANCE REMAINING</b>	<b>£12,876.00</b>	

	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	DATE PAID
Tony Samuels	ELM1213062	Elm Business Network	Finance Conference (returned funding)	£12,876.00	
	ELM1213051	Oatlands Rec Ground	Flag Pole (returned funding)	-£999.00	
				-£500.00	
			<b>BALANCE REMAINING</b>	<b>£14,375.00</b>	

	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	DATE PAID
Stuart Selleck				£12,876.00	
			<b>BALANCE REMAINING</b>	<b>£12,876.00</b>	

Elmbridge Capital Budget Expenditure - Balance Remaining 2013-2014 Annex 2

Mike Bennison	REFERENCE EF300364544	ORGANISATION Surrey Highways	PROJECT DESCRIPTION Wren's Hill	CAPITAL £3,888.00 £2,000.00	DATE PAID 02.08.2013
				<b>BALANCE REMAINING</b>	<b>£1,888.00</b>
Peter Hickman	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	CAPITAL £3,888.00	DATE PAID
				<b>BALANCE REMAINING</b>	<b>£3,888.00</b>
Margaret Hicks	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	CAPITAL £3,888.00	DATE PAID
				<b>BALANCE REMAINING</b>	<b>£3,888.00</b>
Rachael I Lake	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	CAPITAL £3,888.00	DATE PAID
				<b>BALANCE REMAINING</b>	<b>£3,888.00</b>
Mary Lewis	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	CAPITAL £3,888.00	DATE PAID
				<b>BALANCE REMAINING</b>	<b>£3,888.00</b>
Christian Mahne	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	CAPITAL £3,888.00	DATE PAID
				<b>BALANCE REMAINING</b>	<b>£3,888.00</b>
Ernest Mallett	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	CAPITAL £3,888.00	DATE PAID
				<b>BALANCE REMAINING</b>	<b>£3,888.00</b>
Tony Samuels	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE £3,888.00	DATE PAID
				<b>BALANCE REMAINING</b>	<b>£3,888.00</b>
Stuart Selleck	REFERENCE EF300363908	ORGANISATION Surrey Highways	PROJECT DESCRIPTION Garson Road - Resurfacing	CAPITAL £3,888.00 £3,888.00	DATE PAID 31.07.2013
				<b>BALANCE REMAINING</b>	<b>£0.00</b>

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