

# Agenda

## Elmbridge Local Committee

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

### Discussion

- New & Updated Road Safety Policies
- Long Ditton Feasibility Study
- Highways Update

Surrey CC Services	Elmbridge BC Services
Education & Children's Services	Environmental Health
Highways & Parking	Housing
Libraries	Leisure & Recreation
Adult Social Care	Off-Street Parking
Trading Standards	Planning Applications
Waste Disposal	Revenue Collection
Youth Services	Street Cleaning
Countryside	Waste Collection
Passenger Transport	
Strategic & Transport Planning	
Fire & Rescue	
Public Health	



### Venue

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

**Date:** Monday, 24 February  
2014

**Time:** 4.00 pm

# You can get involved in the following ways

# Get involved

## ***Write a question***

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

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

## ***Sign a petition***

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

## **Thank you for coming to the Local Committee meeting**

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

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

Tel: 01372 832606

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



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### **Surrey County Council Appointed Members**

Mrs Margaret Hicks, Hersham (Chairman)  
Mr Mike Bennison, Hinchley Wood, Claygate & Oxshott (Vice-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  
Cllr Stuart 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**

**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.**

			
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>Local Committee (ELMBRIDGE)</b></p> <p><b>Borough Council Co-optees 2013-14</b></p>	
Cllr John O'Reilly Hersham South			

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## **Use of social media and recording at council meetings**

### **Reporting on meetings via social media**

Anyone attending a council meeting in the public seating area is welcome to report on the proceedings, making use of social media (e.g. to tweet or blog), provided that this does not disturb the business of the meeting. To support this, County Hall has wifi available for those visiting the building so please ask at reception for details.

Members taking part in a council meeting may also use social media. However, members are reminded that they must take account of all information presented before making a decision and should actively listen and be courteous to others, particularly witnesses providing evidence.

### **Webcasting**

In line with our commitment to openness and transparency, we webcast County Council, Cabinet and Planning & Regulatory Committee meetings as well as the Surrey Police and Crime Panel. These webcasts are available live and for six months after each meeting at [www.surreycc.gov.uk/webcasts](http://www.surreycc.gov.uk/webcasts).

Generally, the public seating areas are not covered by the webcast. However by entering the meeting room and using the public seating areas, then the public is deemed to be consenting to being filmed by the Council and to the possible use of these images and sound recordings for webcasting and/or training purposes.

We also webcast some select and local committee meetings where there is expected to be significant public interest in the discussion.

### **Requests for recording meetings**

Members of the public are permitted to film, record or take photographs at council meetings provided that this does not disturb the business of the meeting and there is sufficient space. If you wish to film a particular meeting, please liaise with the council officer listed in the agenda prior to the start of the meeting so that the Chairman can give their consent and those attending the meeting can be made aware of any filming taking place.

Filming should be limited to the formal meeting area and not extend to those in the public seating area.

The Chairman will make the final decision in all matters of dispute in regard to the use of social media and filming in a committee meeting.

### **Using Mobile Technology**

You may use mobile technology provided that it does not interfere with the PA or induction loop system. As a courtesy to others and to avoid disruption to the meeting, all mobile technology should be on silent mode during meetings.



## **1 APOLOGIES FOR ABSENCE**

To receive any apologies for absence.

## **2 MINUTES OF PREVIOUS MEETING**

(Pages 1 - 10)

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

## **3 DECLARATIONS OF INTEREST**

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

Notes:

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

## **4 CHAIRMAN'S ANNOUNCEMENTS**

To receive any Chairman's announcements.

### **5a PETITIONS**

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.

### **5b PETITION RESPONSE**

(Pages 11 - 14)

To provide Members with an Officer response to a petition received from Mr Tony Nockles, resident of East Molesey, requesting SCC to immediately install an unmanned pedestrian crossing at the top of Cigarette Island Lane, submitted to the Local Committee on 18<sup>th</sup> November 2013.

### **5c PETITION RESPONSE**

(Pages 15 - 18)

To provide Members with an Officer response to a petition received from Mr Nick Harris, resident of Walton and Vice

Chairman of Stompond and Links Residents' Association, requesting SCC to introduce appropriate measures that effectively reduce the risk of pedestrian or driver injury and damage to property, submitted to the Local Committee on 18<sup>th</sup> November 2013.

**5d PETITION RESPONSE**

(Pages 19 - 22)

To provide Members with an Officer response to a petition received from Mr Chris Collins of Long Ditton objecting to the proposal to replace the red bricks (paving) in Pound Close with tarmac and asking Surrey County Council, where necessary, to repair/replace any red bricks which have become loose or damaged, submitted to the Local Committee on 18<sup>th</sup> November 2013.

**6 PUBLIC QUESTION TIME**

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**

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

**8 ROAD SAFETY, LONG DITTON**

(Pages 23 - 48)

This report updates Members on the outcomes of a feasibility study carried out following a petition, highlighting safety concerns in the vicinity of Long Ditton schools, brought to the Local Committee in November 2012.

**9 HIGHWAYS UPDATE**

(Pages 49 - 60)

This report summarises the progress with the Local Committee's programme of Highways Works for the financial year 2013-14 and the preparations to deliver the programme of Highways Works for the financial year 2014-15.

**10 ROAD SAFETY POLICY UPDATE**

(Pages 61 - 84)

This report presents to the Local Committee a draft update to the County Council's policy on setting local speed limits and a new draft policy to address road safety outside schools, including school crossing patrols.

**11 OPERATION HORIZON**

(Pages 85 - 110)

This report records the progress made in the first year of the five year carriageway investment maintenance and the supporting surface treatment programmes and sets out the roads included in the next four years of the programme.

**12 YOUTH SUPPORT SERVICE UPDATE**

(Pages 111 -



A report to update the Local Committee on the work of the Youth Support Service in Elmbridge.

**13 LOCAL COMMITTEE AND MEMBERS' ALLOCATION FUNDING UPDATE**

(Pages 121 -  
128)

This report provides an update on the projects that have been funded by the Local Committee and Members' Allocation funding since May to date.

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**DRAFT**

Minutes of the meeting of the  
**Elmbridge LOCAL COMMITTEE**  
 held at 4.00 pm on 18 November 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:**

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

\* In attendance

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**41/13 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]**

Apologies were received from Tony Samuels and Councillor Peter Harman.

**42/13 MINUTES OF PREVIOUS MEETING [Item 2]**

The minutes from the meeting held on 2<sup>nd</sup> September 2013 were agreed as a correct record.

**43/13 DECLARATIONS OF INTEREST [Item 3]**

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

**44/13 CHAIRMAN'S ANNOUNCEMENTS [Item 4]**

The Chairman informed the meeting that she had arranged for a list of the different services provided by Surrey County Council and Elmbridge Borough

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Council to be added to the front of the agenda to improve the public's understanding. She also drew everyone's attention to the website address of the Elmbridge Local Committee, [www.surreycc.gov.uk/elmbridge](http://www.surreycc.gov.uk/elmbridge)

In addition Margaret Hicks informed the meeting that Walton Bridge had recently won first prize in the major project category of the Highways Magazine Excellence Awards.

Two new Members' Allocations funding applications were also highlighted. Tony Samuels and Rachael I Lake had given £500 each towards the Walton Festival of Light and Mary Lewis had contributed £12,596 towards a parking area in Coveham Crescent, Cobham.

### **45/13 PETITIONS [Item 5]**

Councillor Jan Fuller joined the meeting.

Four petitions were received.

Details of the petitions are attached as Annex A to the minutes.

#### **PETITION 1**

Mr Tony Nockles spoke for three minutes explaining why an unmanned pedestrian crossing was being requested at the top of Cigarette Island Lane. He described how the top of Cigarette Island Lane doubles as a vehicle access road and a pedestrian and cycle crossing and although a Road Safety Audit in 2007 on the proposed Jolly Boatman development recommended the installation of a pedestrian crossing that Surrey County Council had done nothing and was not planning to do anything in the near future. In addition he explained that when construction restarts 50% of the expected 100 vehicles per day using the lane will be HGVs and how the public is currently expected to mingle with the construction traffic which is dangerous and it will not improve once the site is occupied, as it will be a multi-purpose site requiring access by a large variety of vehicles.

He added that the petitioners are requesting that the crossing is installed before construction starts in March 2014, but that it is paid for by the developer not the taxpayer. The petition was initiated by local residents and supported by Molesey Residents Association and Hampton Court Rescue Campaign.

The County Councillor Stuart Selleck and the Borough Councillor Nigel Cooper both spoke in support of the petition. The Chairman confirmed that the officer will provide a response at the next meeting on 24<sup>th</sup> February 2014 and will meanwhile liaise with Councillors.

#### **PETITION 2**

Ms Jenny King, Chairman of Stompond and Links Residents Association spoke for three minutes in support of the petition requesting safety measures in Stompond Lane, Walton. Ms King explained how the bend in the road along with the current 30 mph speed limit and the lack of road markings on Stompond Lane make it difficult for vehicles to safely pass on the bend and presents a number of risks. In 2008 SCC had objected to a planning

application on safety grounds at no. 24 Stompond Lane, suggesting that SCC already had concerns about road safety.

Ms King described the accident history in the road and other evidence of recent accidents. She proposed some solutions to the issue and also said other suggestions by SCC traffic engineers would be welcomed.

Ms King said the petitioners did not want to wait until a fatality occurred and the ward Councillors and the SCC Councillor had shown their support for the petition as had the tennis club, based in Stompond Lane.

Member of the Local Committee Councillor Stuart Hawkins expressed his support and also requested that work wasn't delayed due to the Stompond Lane development.

The Chairman confirmed a response would be brought to the next Local Committee on 24<sup>th</sup> February 2014.

### PETITION 3

Ms Aileen Widdowson spoke in support of the petition requesting the Local Committee to write to Hinchley Wood School. Ms Widdowson explained how Hinchley Wood School had requested a temporary change to their admissions policy in July 2013 which would have disadvantaged KT6 children. She said the change would have prioritised KT10 and KT7 children above KT6 and KT9. Fortunately the change had not been ratified by the Education Funding Agency, but there was concern that the school may attempt to repeat the request and therefore the petitioners were requesting that the Local Committee write to the school to ensure the admissions policy was fair and balanced and does not disadvantage children who live in postcode area KT6. Ms Widdowson said it appeared that the proposal by Hinchley Wood School had been the result of parental and political pressure. She does however agree that SCC need to make appropriate provision for children in the area, but as Hinchley Wood School is the closest secondary school for The Dittons, so pushing out children from The Dittons should not be the aim. If changes to the over subscription criteria were considered necessary, Ms Widdowson listed the following methods used by other schools: reviewing the catchment areas, tightening up on sibling criteria and prioritising partner schools.

The Chairman read out a letter to the Chairman of Governors at Hinchley Wood School prepared prior to the meeting and the Committee agreed for the letter to be sent. The letter is attached as Annex A to the minutes.

### PETITION 4

Mr Chris Collins spoke in support of his petition objecting to the proposal to replace the red brick paving in Pound Close, Long Ditton with tarmac and asking SCC to repair or replace any loose or damaged bricks. He described how over the years various utility and cable TV companies had taken up parts of the pavement and not replaced it properly and in some cases have patched it with tarmac so totally out of character with the rest of the pavement. As a result it has led to large parts sinking and some bricks coming loose.

He explained that SCC wanted to replace the entire pavement with tarmac when in fact 80% of the pavement is in a satisfactory condition and could not

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understand how it would not be cheaper to repair the 20% requiring work. In addition as 90% of the damage is due to contractors SCC should be following this up with the companies.

He summarised by saying two thirds of the households in the close had signed the petition and requested that SCC carry out the necessary work, seeking financial compensation from the responsible contractors not the residents.

Both the County Councillor Peter Hickman and the Borough Councillor Barry Fairbank spoke in support of the petition.

The Chairman confirmed a response would be provided at the meeting on 24<sup>th</sup> February 2014.

The Chairman thanked the petitioners and added that they do help the Committee to do their work by bringing the issues to their attention.

### **46/13 PUBLIC QUESTION TIME [Item 6]**

Three public questions were received and the questions and responses are attached as Annex B to the minutes.

#### **Question 1**

Mr Mic Sullivan thanked the Committee for the thorough response to his question and asked whether speed cameras or width restrictions could be considered. The County Councillor Rachael I Lake expressed sympathy with Mr Sullivan. Nick Healey, the Area Team Highways Officer, said a width restriction could be feasible, but if it was wide enough to allow HGVs through then it would not be sufficiently narrow to reduce the speed of other vehicles. As regards the safety cameras, the Government criteria for their use, which has been adopted by SCC, means that they are primarily installed in locations where there have been fatalities or serious injury casualties. Nick Healey also pointed out that any investigation into the traffic speed on Rydens Road must not prejudice the on – going Weylands planning application. Rachael I Lake suggested that Community Speedwatch could be considered and it was agreed that an investigation into speeding in Rydens Road, taking cyclists into consideration too, would be undertaken as part of the feasibility study of a Pedestrian Crossing for Rydens Road, which is already scheduled to take place in the next financial year.

#### **Question 2**

Mr David Bellchamber asked as a supplementary question as to what further funding, recovered from the party that caused damage to the footbridge, may be available for further improvements for pedestrians crossing this stretch of road. Nick Healey explained that any further measures would have to be funded by the Local Committee. The Chairman, Margaret Hicks confirmed that the review of the facilities for pedestrians crossing this stretch of road would come to the Local Committee meeting scheduled for June 16<sup>th</sup> 2014. County Councillor Mary Lewis thanked Mr Bellchamber for his interest and said that most residents agreed that the crossing points had improved the situation.

#### **Question 3**

Mr Mark Sugden thanked the Local Committee for the reply to his question and asked as a supplementary for the cost of a dropped kerb and tactile paving to be confirmed. Nick Healey apologised for the discrepancy and explained that an average price for a pair of dropped kerbs is £700, but with tactile paving it could vary between £1,000 and £2,000. He also explained that any Member can allocate some of their divisional allocation to fund dropped kerbs, if they wished.

Margaret Hicks added that she had already decided to discuss addressing the need to improve facilities with more mobility ramps and possible funding sources at the next informal Local Committee meeting. County Councillor Mike Bennison said he did agree with the Chairman, but all of his allocation was committed for 2014/15 and would consider it for the following year.

#### **47/13 MEMBER QUESTION TIME [Item 7]**

No Member questions were received at the meeting.

#### **48/13 PETITIONS RELATING TO HIGHWAYS SERVICE BRIEFING NOTE (FOR INFORMATION) [Item 8]**

Nick Healey introduced the briefing note, which he had written in order to clarify why some projects, proposed through petitions and supported and endorsed by the Local Committee, take a long time to be realised.

County Councillor Ernest Mallett questioned whether zebra crossings are still installed by SCC. Nick Healey explained it depends on a number of variables including the ambient speed of the traffic and the visibility at the particular location.

#### **49/13 BURWOOD ROAD, HERSHAM FEASIBILITY STUDY (FOR DECISION) [Item 9]**

Nick Healey (Area Highways Team Manager) introduced the report and explained the detail was in Annex A, the actual feasibility study. The Divisional Member, Margaret Hicks, had funded the feasibility study and had made £5,000 available this financial year, to implement improvements to the school warning signs and the remainder of the proposed safety measures, apart from the Zebra crossing, could be funded and implemented in the next financial year.

The Committee's comments included how both Councillors and petitioners thought it was a very good report, that CIL (Community Infrastructure Levy) funding may be available after April 2014 to assist with the funding of the zebra crossing and Margaret Hicks being thanked for the use of her allocation towards the implementation of the measures. It was requested that additional children crossing signs on Molesey Rd before the roundabout were installed and that the position of the VAS (Vehicle Activated Signs) is discussed with residents to maximise the benefit. In addition concerns were expressed that residents may not support the proposed one way system in Faulkner's Rd.

Nick Healey said he would look into possible locations for additional children crossing signs in Molesey Rd and would carry out the consultation in Faulkner's Rd.



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An additional recommendation to consider sites for additional children in area warning signs approaching the mini roundabout from Molesey Rd to Burwood Rd was proposed by the Chairman, Margaret Hicks, and seconded by Mike Bennison.

The Local Committee resolved to agree to:

(i) authorise the Area Team Manager in consultation with the Chairman, Vice Chairman and Divisional Member to undertake the necessary legal procedures to introduce a one way system in Faulkner's Road, together with appropriate public consultation.

(ii) should funding be identified for the implementation of a new Zebra Crossing in Burwood Road, authorise the Area Team Manager in consultation with the Chairman, Vice Chairman and Divisional Member to undertake the necessary legal procedures to introduce the said Zebra Crossing, together with appropriate public consultation.

**(iii) consider sites for additional children in area warning signs approaching the mini roundabout from Molesey Rd to Burwood Rd.**

Reason for decision: to facilitate the implementation of the measures identified by the feasibility study, in the event that funding is identified and to reduce safety concerns of the local community.

Stuart Selleck left the meeting.

### **50/13 STOKE ROAD, COBHAM - AN UPDATE ON THE FEASIBILITY STUDY (FOR INFORMATION) [Item 10]**

Nick Healey introduced the report. He explained that a meeting had been convened in October 2013, chaired by the Divisional Member, Mary Lewis, and attended by the Cabinet Member, the Ward Member, officers and representatives of the local community to discuss the feasibility study. The outcome was that the favoured option was 'Traffic Islands', but the study had only looked at introducing new islands not at modifying the existing ones.

Mary Lewis expressed her frustration at the length of time the work had taken, considering the original petition had been received in 2009, and also at the fact that the feasibility study had not looked at what the residents had requested. She added that the Police and Crime Commissioner, who had attended a recent meeting in Cobham, said he would support the Police with any changes. Mary Lewis also requested that the Local Committee write to the Cabinet Member, John Furey, to ensure that as part of the new Speed Limit policy, the implementation of any changes to speed limits is made easier.

The Borough Councillor Dorothy Mitchell understood the frustration and remembered that a number of years ago when Stoke Rd was being resurfaced and the pavement added, additional islands were considered. However due to residents' access requirements installation can be difficult and cause extra problems. A reduction in the speed limit would be the easiest and most straight forward solution.

The report with the results of the completed feasibility study will be brought to the Local Committee meeting scheduled for 16<sup>th</sup> June 2014.

The Local Committee will write to John Furey requesting that the process for making changes to speed limits is simplified and hence quicker, as part of the new Speed Limit policy, which is currently been created.

### **51/13 HIGHWAYS UPDATE (FOR DECISION) [Item 11]**

Nick Healey (Area Highways Team Manager) introduced the report. He explained that he had hoped to have circulated prior to the meeting the list of priced options for the Divisional Members to consider before indicating their priorities for 2014/15. However he intends for Members to receive these before the end of November and he would like them to indicate their priorities by Christmas 2013. He hopes that Divisional Members will share their proposals with Borough colleagues.

Councillor Dorothy Mitchell and Councillor Jan Fuller left the meeting.

The Local Committee resolved to agree to:

(i) authorise the Area Team Manager in consultation with the Chairman, Vice Chairman, to decide Divisional Programmes for next Financial Year, in the event that individual Divisional Members have not indicated their priorities by 31<sup>st</sup> December 2013 (paragraph 2.13 refers)

(ii) 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 enable the 2014-15 Highways programmes funded by the Local Committee to be decided in good time to facilitate timely delivery of those programmes.

Councillor David Archer left the meeting.

### **52/13 SUPERFAST BROADBAND IN SURREY (AGENDA ITEM ONLY - FOR INFORMATION) [Item 12]**

Katie Brennan from Superfast Surrey gave a powerpoint presentation. The presentation is attached as Annex C to the minutes.

Katie explained that over a number of years many areas had been excluded from the commercial rollouts by BT and Virgin. In Elmbridge this particularly applies to Oxshott.

Councillor Jan Fuller rejoined the meeting.

SCC has invested £20 million in bringing fibre based infrastructure to more than 84,000 homes and businesses. It is a complex infrastructure programme which is due to be completed in 2014, however sometimes BT may have to change their planned timescales when unforeseen engineering challenges occur.

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Once fibre is enabled to a postcode, residents and businesses, who wish to take up a fibre service, need to contact an internet service provider and will probably have to pay a connection charge and the cost per month may be more than they pay for their current service.

In addition to the infrastructure roll-out the team is working to understand what the barriers are to residents accessing the internet. Of the 1.2 million residents in Surrey, approximately 80,000 have never been on-line.

County Councillor Christian Mahne asked as to whether the infrastructure which is being rolled out can be upgraded in future or whether we will be the 'poor relation' in future and about upload speeds.

Katie explained that the infrastructure being used in this rollout is just the same as in that being installed as part of the Openreach commercial rollout. The work being carried out will ensure Surrey residents will have access to proposed new technologies. The programme contract guarantees to provide 94% of homes and businesses in the roll-out with Committed Information Rates download speeds of 15mbps or more, but the upload speed will depend on the internet service provider.

Councillor John O'Reilly questioned whether it was a good use of taxpayer's money. Katie explained that research from the World Bank shows that the GDP is increased by an improvement in broadband coverage. Indications are that in the Superfast Surrey deployment area the take up after the rollout of the fibre based service will be higher than the national average of 10%.

The Chairman thanked Katie for her presentation.

Borough Councillor Nigel Cooper and County Councillor Rachael I Lake left the meeting.

### **53/13 TRADING STANDARDS IN ELMBRIDGE UPDATE (FOR INFORMATION) [Item 13]**

Andy Pollard (SCC Trading Standards Business Advice & Partnership Manager) introduced the report. He spoke about the diverse responsibilities of the Trading Standards service. They work closely with Elmbridge Borough Council giving business advice and the advice line is now available 5 days per week. Recently he gave a presentation at the Elmbridge Business Network with the aim that the information can be cascaded down to other businesses. In addition he has been working closely with Elmbridge BC officers on the Enterprise Elmbridge project.

In order to generate income the Trading Standards Service promotes the Primary Authority partnership to businesses which offers them better protection from prosecution.

The service also works closely with Environmental Health at Elmbridge Borough Council promoting the Eat Out Eat Well Award.

In addition he made reference to the fact that Citizens Advice is the agency which now provides consumer advice.

Members raised issues about a resident who had been told not to expect any feedback, which the officer could not understand and was disappointed to hear, and also about avoiding rogue traders, whose names are not normally published until they are prosecuted. The officer explained they always provide residents with advice which should prevent them from becoming victims to rogue traders.

The Local Committee agreed to note:

(i) the content of the report and provide feedback to help us enhance our understanding of, and response to, local needs and issues.

#### **54/13 THE ROLE OF THE POLICE COMMUNITY SUPPORT OFFICER (AGENDA ITEM ONLY - FOR INFORMATION) [Item 15]**

The Chairman decided to take the presentation from Elmbridge Borough Inspector, David Hollingsworth before Item 14.

Inspector Hollingsworth explained that the PCSOs have been in existence for 11 years and they were introduced to provide a high visible presence and to bridge the gap between the community and the Police. There was a feeling that issues were getting missed and they were introduced to resolve this. In Surrey the PCSOs support the Police Constables and are involved in non-warranted work. They carry out house to house enquiries, attend meetings and collect local intelligence. PCSOs have a unique place in the community attending panel meetings and keeping the community informed. They have a wide range of powers including demanding names and addresses, confiscating tobacco, drugs and alcohol, directing traffic and carrying out truancy patrols.

Members expressed concerns about PCSOs making inappropriate comments about highways and asked about current reviews taking place in Surrey Police. Inspector Hollingsworth explained that he does regularly update PCSOs on what they should and should not say to the public. As regards the reviews he said that the Neighbourhood teams had just undergone a review. It is not complete but does support the change of PCSOs into PCs and does support visible policing. The changes will take place from June 2014 and more details on the numbers involved will be available from January 2014.

The Inspector is retiring in December 2013 and the Chairman took the opportunity to thank him very much for being such a loyal officer to Elmbridge, for the professionalism of the officers under him and for his honesty and generosity with his time. He will be missed but not forgotten.

#### **55/13 LOCAL COMMITTEE AND MEMBERS' ALLOCATION FUNDING UPDATE (FOR INFORMATION) [Item 14]**

The Local Committee agreed to note:

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

### **Annex A**

## ITEM 2

**Annex Ai**

**Annex B**

**Annex C**

Meeting ended at: 6.31 pm

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**Chairman**

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (ELMBRIDGE)****DATE: 24<sup>th</sup> FEBRUARY 2014****LEAD OFFICER: NICK HEALEY, AREA TEAM MANAGER****SUBJECT: PETITION RESPONSE - JOLLY BOATMAN DEVELOPMENT****DIVISION: EAST MOLESEY & ESHER****SUMMARY OF ISSUE:**

This report updates Members following a petition by Mr Tony Nockles requesting an unmanned pedestrian crossing at the top of Cigarette Island Lane, paid for by the developer.

**RECOMMENDATIONS:**

**For information only.**

**REASONS FOR RECOMMENDATIONS:**

There is no technical justification for an unmanned pedestrian crossing at the entrance to Cigarette Island Lane. The petitioners' request has been declined by the developer of the Jolly Boatman site.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 A Petition was received by Committee in November 2013, requesting the Council to install an unmanned pedestrian crossing at the top of Cigarette Island Lane immediately.
- 1.2 Mr Tony Nockles presented the petition to explain the request for the unmanned pedestrian crossing being made at this time. He described how the top of Cigarette Island Lane doubles as a vehicle access road and a pedestrian and cycle crossing. He suggested that when construction restarts 50% of the expected 100 vehicles per day using the lane will be HGVs. The public is expected to mingle with the construction traffic, which he believes to be dangerous. He suggested that the situation would not improve once the site is occupied, as it will be a multi-purpose site requiring access by a large variety of vehicles.
- 1.3 He added that the petitioners are requesting that the crossing is installed before construction starts in March 2014, but that the developer not the taxpayer pays for the facility.

1.4 Mr Nockles reported that the petition was initiated by local residents and supported by Molesey Residents Association and Hampton Court Rescue Campaign.

1.5 For clarity, when Mr Nockles referred to an “unmanned” pedestrian crossing officers have interpreted this to mean either a Zebra Crossing or a traffic signal controlled crossing.

## **2. ANALYSIS:**

2.1 There have been no Personal Injury Collisions at the entrance to Cigarette Island Lane since records began in 1987.

2.2 As a crude approximation, if 100 vehicles per day use Cigarette Island Lane, and if all these vehicles both enter and leave the lane within an eight hour period, this equates to approximately one vehicle either entering or leaving Cigarette Island Lane every 2½ minutes.

2.3 There is no technical justification for a Zebra Crossing or a traffic signal controlled crossing in this location. The accident history is exemplary. It is not a difficult location to cross the road as the volume of traffic entering and leaving Cigarette Island Lane is very low. The risk of conflict between vehicles and pedestrians is similar at this location to many other side road junctions in Surrey.

2.4 The Planning Authority, Elmbridge Borough Council, following an appeal, has granted the Planning application but this has not been conditioned to include for an unmanned crossing facility, as there is no technical justification for such a crossing.

2.5 Notwithstanding the technical considerations, following receipt of the petition and at the request of Members, a meeting was convened between officers and Members. It was agreed that a request should be made to the developer to provide the crossing as requested by the petitioners. The developer has declined the request.

2.6 Officers visit the Jolly Boatman site regularly and are satisfied that construction vehicles are entering and exiting the site in a safe manner. Banksman are on site to assist with moving lorries as and when appropriate. As the development progresses, officers will continue to monitor the site to ensure that the construction is not adversely affecting the highway network.

## **3. OPTIONS:**

3.1 None.

## **4. CONSULTATIONS:**

4.1 None.

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

5.1 None.



## **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 able to prioritise its budgets 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 AND RECOMMENDATIONS:**

9.1 There is no technical justification for an unmanned pedestrian crossing at the entrance to Cigarette Island Lane.

9.2 A request has been made to the developer of the Jolly Boatman site to provide an unmanned crossing. This request has been declined.

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

10.1 It is anticipated that the development of the Jolly Boatman site will proceed according to the planning permission granted by Elmbridge Borough Council.

10.2 The Council will work with the developer to ensure that their obligations in respect of the Public Highway are discharged as the development progresses.

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- **Contact Officer:** Nick Healey, Area Team Manager (NE)
  - **Consulted:** N / A.
  - **Annexes:** None
  - **Sources/background papers:** None.
-

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**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (ELMBRIDGE)****DATE:** 24<sup>th</sup> FEBRUARY 2014**LEAD OFFICER:** NICK HEALEY, AREA TEAM MANAGER**SUBJECT:** STOMPOND LANE, WALTON ON THAMES**DIVISION:** WALTON SOUTH & OATLANDS**SUMMARY OF ISSUE:**

This report updates members following a petition by Mr. Nick Harris, Vice Chairman of Stompond & Links Residents' Association at the November Committee 2013 highlighting safety concerns on the bend in Stompond Lane.

This report responds to the concerns raised.

**RECOMMENDATIONS:**

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

- (i) Await the outcome of the proposed development of the Stompond Lane Sports Ground.

**REASONS FOR RECOMMENDATIONS:**

The petitioners' concerns have been put to the developer of the Stompond Lane Sports Ground formally through the planning process. Officers anticipate that if the proposed development goes ahead, the measures requested by the petitioners would be implemented by the developer.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 A Petition was submitted to the 18 November 2013 meeting of the Local Committee, signed by 56 residents, concerning safety, and speed of traffic along Stompond Lane but in particular the bend.
- 1.2 Ms Jenny King, Chairman of Stompond and Links Residents Association spoke for three minutes in support of the petition requesting safety measures in Stompond Lane, Walton. Ms King explained how the bend in the road along with the current 30 mph speed limit and the lack of road markings on Stompond Lane make it difficult for vehicles to safely pass on the bend and presents a number of risks.

- 1.3 Ms King described the accident history in the road and other evidence of recent accidents. She proposed some solutions to the issue and also said other suggestions by SCC traffic engineers would be welcomed

## **2. ANALYSIS:**

- 2.1 The 3 year personal injury collision data has been investigated for Stompond Lane and is as follows:

<b>Date</b>	<b>Nature</b>	<b>Factors</b>
05/08/2013	Slight	Vehicle parked set off and is in collision with passing vehicle.

- 2.2 The Collision rate was investigated further to ascertain what previous accidents have occurred and this was carried out for all data since 1987 when records began, and is as follows:

31/05/2007	Slight	Loss of control on bend by 18 year old male driver. Speed related.
11/01/1991	Slight	Vehicle emerging from access, foot slips off clutch and is in collision with approaching vehicle, which in turn is in collision with another vehicle.

## **3. OPTIONS:**

- 3.1 The only accident to occur on the bend was in 2007. The circumstances are such that this driver could have caused this accident on any road.
- 3.2 The accident statistics for Stompond Lane are very good which infers that the road is relatively safe. Officers would concur with the petitioners that a solution comprising of signs and road markings would be an appropriate response to the concerns raised.
- 3.3 A planning application has been submitted to the Planning Authority, Elmbridge Borough Council, for the redevelopment of the Stompond Lane Sports Ground. Surrey County Council as the Highway Authority, has been consulted on this application and raised the concerns of the residents highlighted in the petition.
- 3.4 Accordingly a response to the planning consultation has been submitted, requesting that before any works are commenced on site, that the applicant carries out highway improvement works to the Hersham Road /Stompond Lane junction and provide traffic management measures on Stompond Lane. This is to be in accordance with schemes to be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority.
- 3.5 Officers will work with the developer to take a holistic view of Stompond Lane ahead of any redevelopment. This would also ensure that an early resolution to residents' concerns could be sought.

3.6 Although Surrey County Council as the highway authority introduces highway schemes and speed limits, it does so in accordance with Government aims to reduce personal injury accidents. It is only fair and equitable that this is done where high numbers of personal injury accidents are occurring ahead of locations where there are few or even perceived, in order to best utilise its very limited funding.

3.7 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.

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

4.1 Traffic management in the form of signing and lining would not require formal consultation.

4.2 Public consultation would only be required in the development of the traffic-calming scheme as raised devices such as road tables and cushions necessitate legal notices advising residents of the proposed locations of measures.

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

5.1 None.

#### **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 solutions identified are in response to perceived concerns raised by the local community. The Divisional Member can prioritise funding to implement any measures identified, if these are considered to be 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 AND RECOMMENDATIONS:**

9.1 A planning application has been submitted to the Planning Authority, Elmbridge Borough Council, for the redevelopment of the Stompond Lane Sports Ground.

9.2 Surrey County Council as the Highway Authority has been consulted on this application and raised the concerns of the residents highlighted in the petition.

- 9.3 It is recommended that Committee await the outcome of the development and any scheme in Stompond Lane that is implemented in the context of the said development.

<b>10. WHAT HAPPENS NEXT:</b>
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- 10.1 Elmbridge Borough Council will now determine the application and consider the Highway Authority's comments.
- 10.2 If the application is approved and the comments are conditioned then a scheme will be included as part of the proposals.

- 
- **Contact Officer:** Nick Healey, Area Team Manager (NE)
  - **Consulted:** None.
  - **Annexes:** None
  - **Sources/background papers:** None.
-

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (ELMBRIDGE)****DATE: 24<sup>th</sup> FEBRUARY 2014****LEAD OFFICER: NICK HEALEY, AREA TEAM MANAGER****SUBJECT: PETITION RESPONSE – POUND CLOSE BLOCK PAVING****DIVISION: THE DITTONS****SUMMARY OF ISSUE:**

This report updates Members following a petition presented by Mr Chris Collins objecting to a suggestion to replace the red brick paving in Pound Close, Long Ditton with asphalt.

**RECOMMENDATIONS:**

**For information only.**

**REASONS FOR RECOMMENDATIONS:**

Officers have reviewed the situation with the Divisional Member, and will be arranging repairs to defects in the existing block paved footway surface. There is no need for further consideration by the Local Committee at the present time.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 A Petition was received by Committee November 2013, objecting to a suggestion to replace the red brick paving in Pound Close, Long Ditton with asphalt and asking Surrey County Council, where necessary, to repair/replace any red bricks which have become loose or damaged.
- 1.2 Mr Chris Collins spoke in support of the petition objecting to the proposal to replace the red brick paving in Pound Close, Long Ditton with asphalt and asking the Council to repair or replace any loose or damaged bricks. He described how over the years various utility and cable TV companies had taken up parts of the pavement and not replaced it properly and in some cases have patched it with asphalt rather than reinstating with blocks. Mr Collins suggested that this has led to large parts sinking and some bricks coming loose.
- 1.3 Mr Collins suggested that the Council wished to resurface the entire footway with asphalt. He asserted that 80% of the footway is in a satisfactory condition and could not understand how it would not be cheaper to repair the 20% requiring work. In addition he suggested that as 90% of the damage is due to utility contractors the Council should be following this up with the companies.



- 1.4 Mr Collins summarised by saying two thirds of the households in the close had signed the petition and requested that SCC carry out the necessary repairs to defects, seeking financial compensation from the responsible utility contractors not the residents.

## **2. ANALYSIS:**

- 2.1 There was never a firm proposal to resurface the footways in Pound Close. Concerns had previously been raised over the condition of the footway in Pound Close, and there were discussions ongoing as to what options were available to address this. No decision had been made.
- 2.2 Officers have discussed the petitioners' concerns with the Divisional Member. As a result in the next Financial Year 2014-15 repairs will be made to areas where blocks have become loose or damaged.
- 2.3 All footways require resurfacing eventually. To resurface and then maintain a footway with new slabs or block paving is substantially more expensive than resurfacing and then maintaining with asphalt. In the current constrained fiscal environment, for residential roads where the footways do need to be resurfaced, the Council is resurfacing with asphalt rather than with new block paving or slabs. If residents preferred their footways to be resurfaced with blocks or slabs, there would be opportunity for residents to contribute the funding, but the full value of the additional costs would need to be contributed.
- 2.4 Utility contractors are bound by the DfT document Specification for Reinstatement of Openings in the Highway, which states that "Surfacing layers, shall be reinstated, as far as reasonably practicable, to match the existing construction".
- 2.5 With appropriate resource, every reinstatement could be inspected. The Council is able to charge utility companies to inspect 10% of their reinstatements at the completion of works and 10% of reinstatements at the end of the guarantee period. Any inspections above this level would be at the Council's cost.
- 2.6 If at any time during a guarantee period, (normally two years) the reinstatement fails the relevant performance requirements of the Specification, the utility contractor is obliged to carry out remedial action to restore the reinstatement to a compliant condition. Interim reinstatements are permitted under the Specification and should normally be made permanent within six months.

## **3. OPTIONS:**

- 3.1 None.

## **4. CONSULTATIONS:**

- 4.1 The Divisional Member was consulted following receipt of the petition.

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

5.1 None.

## **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 able to prioritise its budgets 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 AND RECOMMENDATIONS:**

9.1 Next Financial Year 2014-15 repairs will be made to areas of the footways in Pound Close where blocks have become loose or damaged.

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

10.1 Next Financial Year 2014-15 repairs will be made to areas of the footways in Pound Close where blocks have become loose or damaged.

- 
- **Contact Officer:** Nick Healey, Area Team Manager (NE)
  - **Consulted:** Divisional Member.
  - **Annexes:** None
  - **Sources/background papers:** None.
-

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**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (ELMBRIDGE)****DATE: 24<sup>th</sup> FEBRUARY 2014****LEAD OFFICER: NICK HEALEY, AREA TEAM MANAGER****SUBJECT: ROAD SAFETY, LONG DITTON****DIVISION: THE DITTONS****SUMMARY OF ISSUE:**

This report updates members following the Petition by Mr. Williams at the November Committee 2012 highlighting safety concerns generally in the vicinity of the Long Ditton Schools. The Committee subsequently approved that a feasibility study is carried out to determine, the most appropriate solution, to the petitioner's requests, subject to the funding for the feasibility being provided by the Divisional Member's next year's allocation. A feasibility study was commissioned to explore possible solutions to address these concerns, and this study has now been completed.

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

- (i) Authorise the Area Team Manager in consultation with the Chairman, Vice Chairman and Divisional Member to undertake the necessary legal procedures to facilitate the future introduction of the traffic calming measures and reduced speed limit identified in the report, together with appropriate public consultation.
- (ii) Authorise the legal advertising, and assuming that no objections are received, that the implementation of the road table element and signing identified in the report (para 4.1 and 4.2) immediately outside the school, be carried out. This is to be funded from the Divisional Member, Peter Hickman's, allocation 2014/15.
- (iii) Authorise the Area Team Manager in consultation with the Chairman, Vice Chairman and Divisional Member to look to resolve any objections received in this process.

**REASONS FOR RECOMMENDATIONS:**

Recommendations are made to facilitate the implementation of the measures identified by the feasibility study, in the event that funding is identified.

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

- 1.1 A Petition was submitted to the November 2012 meeting of the Local Committee, signed by 197 residents, concerning safety, speed and volume of vehicular traffic in the vicinity of Long Ditton Infants School and St Mary's Junior School.
- 1.2 The Petition also requested a 20 mph zone encompassing both Long Ditton and St Mary's schools, traffic calming, and a pedestrian crossing at the Infants School in the form of a raised table.
- 1.3 Committee approved that a feasibility study be carried out to determine, the most appropriate solution, to the petitioner's requests, with funding for the feasibility being provided by the Divisional Member's allocation 2013/14.

### **2. ANALYSIS:**

- 2.1 A feasibility study has been completed and is included as Annex A to this report. The study includes a complete analysis of traffic conditions and the relevant accident history, and considers the measures requested by the petitioners in November 2012.

### **3. OPTIONS:**

- 3.1 The feasibility study identified a package of options that could be implemented, if funding were to be made available. The benefits of these options are detailed in the feasibility study in Annex A. Any combination of these options would be feasible from a technical point of view:
- 3.2 Providing a raised table at the existing uncontrolled crossing facility outside Long Ditton Infants School at an estimated cost £14,000.
- 3.3 Improving all of the school warning signs at an estimated cost £10,000.
- 3.4 Providing additional traffic calming measures in order to introduce a 20mph zone consisting of the following options:
  - a. Ewell Road at an estimated cost of £16500
  - b. Sugden Road at an estimated cost of £18000
  - c. Rectory Lane at an estimated cost of £4000
  - d. Fleece Road at an estimated cost of £7000 (Ewell Rd & Ditton Hill Rd)
  - e. Fleece Road at an estimated cost of £8000 (East of Ditton Hill Rd)
  - f. Ditton Hill Road at an estimated cost of £35000
- 3.5 The Divisional Member has made £24,000 available to implement the improvements identified in paragraph 3.2 and 3.3 outside the school for the next Financial Year.

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

- 4.1 Public consultation will be required in the development of the traffic-calming scheme as raised devices such as road tables and cushions necessitate legal notices advising residents of the proposed locations of measures.
- 4.2 In the event that objections are received regarding the raised table, the further speed cushions, and reduced speed limit, then the Area Team Manager in consultation with the Chairman, Vice Chairman and Divisional Member will look to resolve any objections received.
- 4.3 If a resolution cannot be found then this will need to be brought back to the Local Committee for resolution.

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

- 5.1 The financial implications are detailed above in section 3, and also in the feasibility report in Annex A.

#### **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 measures identified in the feasibility study are in response to perceived concerns raised by the local community. The Divisional Member has prioritised funding to implement part of the measures identified, as these are considered to be 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 AND RECOMMENDATIONS:**

- 9.1 A package of various measures has been identified to address perceived concerns raised by the local community in Long Ditton. Funding has been identified to implement part of the measures identified.
- 9.2 Officers will explore what funding opportunities might arise to implement further packages identified in the report. Failing this the Committee will need to decide in future years what, if any, other elements of the solution they would wish to prioritise.
- 9.3 It is hoped that as the different measures are implemented, the perceived concerns within the local community will diminish.

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

- 10.1 Officers will complete the detailed design for all the measures identified in the feasibility study.

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

## ITEM 8

- 10.2 Officers will arrange for the consultation and implementation of the Road Table outside the school, and associated improved warning signs, as the Divisional Member has undertaken to fund is these from his 2014/15 allocation.

- 
- **Contact Officer:** Nick Healey, Area Team Manager (NE)
  - **Consulted:** Divisional Member.
  - **Annexes:** 3
  - **Sources/background papers:** None.
-



**Long Ditton Schools,  
Surbiton, KT6 5JR  
Highway Safety Measures  
Feasibility / Outline Design Report**

**December 2013**

Project Title: Long Ditton Schools, Surbiton  
Highway Safety Measures

Document Title: Feasibility / Outline Design Report

Client Reference: PC0347

Date: December 2013

Prepared By: Print Jamie Daly

Sign .....

Authorised By: Print Michelle Armstrong

Sign .....

Amendment List

Iss. / Rev.	Iss. / Rev Date	Remove		Insert	
		Page	Iss. / Rev.	Page	Iss. / Rev.
Issue 1	5.12.13	First edition.			
Issue 2	10.02.14	Minor alterations following feedback from client.			

Filename: I:\EA\IPC all\Resource Pool\Projects\NE Elmbridge\PC0347 Long Ditton Schools\07 Reports

## **CONTENTS**

### **1. INTRODUCTION**

### **2. SITE ANALYSIS**

### **3. DATA COLLECTION**

3.1. Statutory Authorities Plant Request

3.2. Vehicle Survey Analysis

3.3. Pedestrian Analysis

3.4. Collision Data

### **4. DISCUSSION AND OPTIONS**

4.1. Providing a raised table at the existing uncontrolled crossing facility outside Long Ditton Infants School

4.2. Improving all of the school warning signs

4.3. Providing additional traffic calming measures in order to introduce a 20mph zone

### **5. RECOMMENDATION**

### **6. APPENDICES**

**A)** Design Brief

**B)** Drawings showing the proposed options:

Dwg PC0347\_04 Rev A Proposed raised table and pedestrian crossing improvements

Dwg PC0347\_05 Rev A Proposed traffic calming and 20mph zone

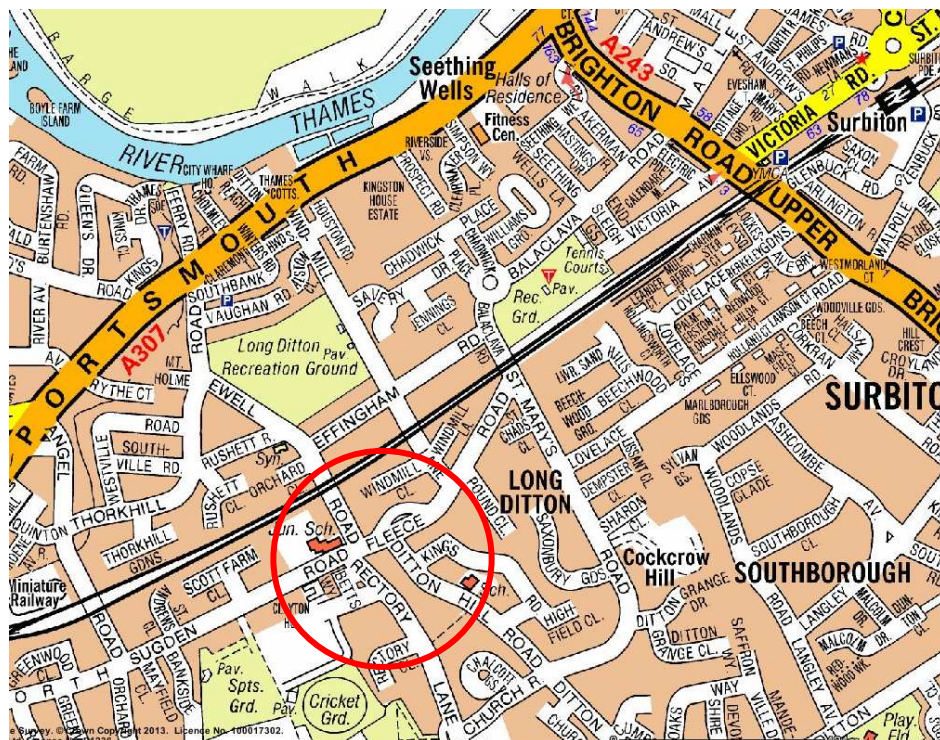
## 1. INTRODUCTION:

Long Ditton Infants School and St Mary's Junior School are located on Sudgen Road and Ditton Hill Road, respectively. These two roads are linked to Fleece Road by mini-roundabouts and are both single carriageway roads with one lane in each direction. They are subject to a 30mph speed limit and are well lit by a continuous system of street lighting.

A petition was submitted to the November 2012 meeting of the Local Committee, signed by 197 residents concerning safety, speed and volume of vehicular traffic in the vicinity of Long Ditton Infants School and St Mary's Junior School. The petition requested a 20mph zone encompassing both Long Ditton & St Mary's Schools, traffic calming, and a pedestrian crossing at the Infants School in the form of a raised table.

Further background information is included within the design brief that is attached as Appendix A.

The purpose of this report is therefore to assess the feasibility of any improvements so that the most appropriate solution is introduced. Based on the design brief, the main focus of this report is on the crossing point outside Long Ditton Infants School and what traffic calming measures could be introduced in order to provide a 20mph zone.



## **2. SITE ANALYSIS:**

The project area encompasses Sugden Road, Ewell Road, Fleece Road, Rectory Lane and Ditton Hill road.

Sugden Road is relatively straight single carriageway residential road, which generally measures 8m wide. Footways are present on both sides within the project area and one of the schools in question (St Mary's Junior School) is located at its eastern end, just prior to its junction with Rectory Lane.

Ewell Road is a straight single carriageway residential road with parking laybys on both sides. The road is approximately 6m wide but this narrows to around 4.5m under the railway bridge where there is an existing priority give way system in place. Footways are present on both sides of the road and there is a pedestrian access into St Mary's Junior School located at the southern end, just before it meets Fleece Road at the mini roundabout.

Fleece Road is made up of two sections. The first links Ewell Road with Rectory Lane and has a mini roundabout at either end. This short section has a number of local businesses located along it and there is also capacity for some on street parking along the frontage of these businesses. Again, footways are present on both sides of the road and the road itself measures around 6m wide. The second section of Fleece Road links Ditton Hill Road with St Mary's Road to the east and is a single carriageway residential road. The road measures approximately 7m wide and has footways along both sides. There is some on street parking that occurs near to it's junction with Ditton Hill Road.

Rectory Lane is a single carriageway residential road measuring around 8m wide. There is a significant amount of on street parking that occurs on both sides of the road. Footways are present on both sides of the road.

Ditton Hill Road is more sinuous in alignment than the other roads within the project area. Its width varies between 7m and 10m and like Rectory Road, there is a significant amount of on street parking that occurs. Footways are present on both sides within the project area and the second of the schools in question (Long Ditton Infants School) is located half way between its junctions with Fleece Road and St Mary's Road.

In 1998 a comprehensive traffic calming and safer routes to school scheme was introduced in Ditton Hill Road, Fleece Road, Ewell Road, Sugden Road and Rectory Lane. This comprised a number of different traffic calming and highway safety measures, all of which are detailed in the design brief that is attached as Appendix A.

### **3. DATA COLLECTION:**

#### **3.1 Statutory Authorities Plant Request;**

The following Statutory Authorities were approached with a level C2 Enquiry in October 2013. It should be noted that C2 enquiries are preliminary enquiries only and that depth of cover and possible costs of diversion would have to be established at the detailed design stage, prior to construction:

- 1 National Grid Gas
- 2 BT
- 3 UKPN (electricity)
- 4 Affinity Water
- 5 Scottish and Southern (electricity)
- 6 Thames Water
- 7 Virgin Media
- 8 Traffic Signals (SCC)
- 9 Linesearch (petroleum and high pressure gas)
- 10 South East Water
- 11 Sutton and East Surrey Water

The following Statutory Authorities do not have any apparatus in the area:

Affinity Water  
Scottish and Southern (electricity)  
Traffic Signals (SCC)  
Linesearch (petroleum and high pressure gas)  
South East Water  
Sutton and East Surrey Water

Referring to the Statutory Authority plans, there could potentially be diversionary or protective works for all of the authorities who have apparatus in the area. In practice, it would be hoped that the majority of any conflict could be overcome during the detailed design stage. However, there may still be statutory authority works required. Costs for such works can only be identified at the detailed design stage.

Copies of the C2 replies are available upon request.

### 3.2 Vehicle Survey Analysis;

The 85<sup>th</sup> percentile speed is the speed at which 85% of drivers will travel at or below. This figure is recognised as a method of evaluating vehicle speeds when considering highway improvements.

Vehicle speed surveys were undertaken on 19 November 2013 using a hand held speed detection radar. Speed data was collected at four locations and the table below provides a summary of the speed surveys:

Sugden Road (110 m west of junction with Rectory Road)	85 <sup>th</sup> percentile mean speed
Westbound traffic	32
Eastbound traffic	33

Ewell Road (65m north of junction with Fleece Road)	85 <sup>th</sup> percentile mean speed
Northbound traffic	27
Southbound traffic	27

Fleece Road (40 m east of junction with Ditton Hill Road)	85 <sup>th</sup> percentile mean speed
Eastbound traffic	30
Westbound traffic	27

Ditton Hill Road (275m south of junction with Fleece Road)	85 <sup>th</sup> percentile mean speed
Southbound traffic	30
Northbound traffic	31

The speed information above was collected during free flowing traffic in order to provide evidence of the highest vehicle speeds. It is clear that in general the majority of vehicular traffic is travelling near to the current 30mph speed limit.

The data suggests that Sugden Road has the highest 85% percentile speed in both directions, followed by Ditton Hill Road. It is encouraging to see such results, which must be attributed to the improvement works implemented in 1998 and 2008, however the raw speed measurement data (not included in this report) did indicate that speeds as high as 41mph were recorded westbound on Sugden Road.

The section of Ewell Road between the junction with Fleece Road and the railway bridge measures approximately 120m in length. The raised table at the junction of Fleece Road and priority give way under the railway bridge do provide some traffic calming which could be contributing to the 85<sup>th</sup> percentile speed in both directions of 27mph.

Fleece Road generally experiences regular on-street parking, particularly near to its junction with Ditton Hill Road and this can offer a traffic calming effect. Whilst two cars can pass, vehicles often slow or even stop to give way to opposing traffic in order to pass the on-street parking. This effect was also observed on Sugden Road near the existing kerb build out and small traffic island outside the Junior School. Whilst on site one resident commented that HGVs sometime reverse along Fleece Road due to the restricted access under the bridge on Ewell Road, which presents a danger and has led to kerbs being damaged.

Significant on street parking occurs on Rectory Lane, which generally appears to increase north of Rectory Close to the extent that both sides of the road are regularly parked up all the way up to its junction with Sugden Road. This has the effect of creating one central running lane and therefore speeds are potentially reduced as vehicles are forced to informally give way to opposing traffic. Having said that, the volume of traffic on Rectory Lane was observed to be lower than other roads in the area so the likelihood of encountering opposing traffic is lessened.

Ditton Hill Road also experiences significant on street parking, which was observed to stretch southwards all the way from its junction with Fleece Road to St Mary's Road. Again, this does offer an element of traffic calming as drivers slow to pass parked vehicles but it also introduces a hazard for pedestrian wishing to cross the road. This is of particular concern having observed the manner of parking and available sight lines at the crossing location outside Long Ditton Infants School.

The on street parking at all locations mentioned is further exacerbated during the AM and PM peak periods for dropping off and collecting children from either school.

Sugden Road and Ewell Road are both on bus route K3.



### 3.3 Pedestrian Analysis;

During peak hours there is a pedestrian crossing patrol on Fleece Road between the junction with Rectory Road and Ewell Road, to assist pedestrian crossing this road.

A site observation was carried out on 22 November 2013 between 14.50 and 1535 to study pedestrian movements in the area concerned. Site observation indicates that the majority of pedestrian crossing movements are concentrated across Fleece Road / Sugden Road through the raised table / tactile paving in the vicinity of the shops. This is mainly from parents collecting their children from St Mary's Junior School. Most of these pedestrian walk along the footway adjacent to Rectory Lane whereas a moderate number of pedestrian use the footway on the southern side of Fleece Road and a small number walk along footway on the southern side of Sugden Road. A small number of pedestrian was observed crossing Ewell Road. It was also observed that some parents who collected their children from Long Ditton Infants and Nursery School walked down to St Mary's junior School to collect more of their children.

### 3.4 Collision Data;

The recorded collision data shows that there were 2 collisions within the project area during the three year period up to October 2013. These are broken down as follows;

Location/near to	Collisions	Date	Nature
Roundabout at the junction of Sugden Road, Ewell Road and Fleece Road.	2	17/05/2011 16/07/2012	Slight Slight

Neither of these two incidents involved pedestrians or were attributed to excessive speed.

#### **4. DISCUSSION AND OPTIONS:**

The brief makes reference to a petition requesting a 20mph zone encompassing both Long Ditton & St Mary's Schools, traffic calming, and a pedestrian crossing at the Infants School in the form of a raised table.

Currently this area is subject to a 30mph speed limit, which is the appropriate limit for this type of road and by itself, the personal injury accident record does not justify reducing the speed limit to 20mph. Having said that, this should not be the only consideration when investigating the feasibility of a 20mph zone and on this occasion the nature and layout of the existing roads are suitable for a 20mph zone to be considered.

Guidance states that 20mph speed limits must be self enforcing and experience has shown that this can only be achieved by the installation of severe traffic calming measures. Such measures usually involve vertical deflection such as speed cushions and raised tables, which can be expensive and not generally well received by the public. The principle of vertical traffic calming however, has already been introduced in the form of a number of raised tables and there is scope for further features to be implemented with a view to seeing if a 20mph zone can be justified.

20mph speed limits can also be 'advisory' whereby signage indicates the advisory speed limit during periods when the accompanying amber lights are flashing (morning and afternoon peaks). Advisory speed limits are not enforceable and do not affect the actual speed limit so rely on motorists adhering to the advised limit. Currently, Surrey County Council does not have an approved policy in relation to advisory 20mph speed limits so in order to help inform the drafting of such a policy, a number of trials are now being undertaken. The results of these trials and any conclusions are not yet available so with this in mind it is not recommended that an advisory 20mph speed limit be progressed in this location at this time.

With regard to a crossing outside Long Ditton Infant School, the improvements implemented in 2008 were designed in such a way that a pedestrian refuge or raised table could be added at a later date should the need arise. Surrey County Councils desired standard for pedestrian refuge islands recommends a minimum island depth of 2m along with a dropped kerb width of 2m. This would provide running lanes either side of 2.65m and whilst this could be made to work it is felt that the addition of a raised table offers the most appropriate solution for improving the existing crossing facility. This would also have the greatest slowing effect.

The options that could make up a package of improvements works are as follows:

#### **4.1 Providing a raised table at the existing uncontrolled crossing facility outside Long Ditton Infants School;**

Site observations indicate that during the school Am drop off and PM pick up periods; speeds are generally lower than at other times of the day. This is most likely due to the amount of on street and on footway parking that occurs in the vicinity of the Infants School.

This same parking however makes it much harder to cross the road safely as visibility is severely limited. This is particularly noticeable either side of the existing uncontrolled crossing facility where vehicles were observed parking hard up against the dropped kerbs and also across neighbouring driveways.

Parking poses a problem at many schools and unfortunately, even the provision of school keep clear markings and / or parking restrictions only has a limited impact. Attempting to ban parking near schools is therefore a difficult thing to achieve as understandably the desire to park as near to the entrance as possible is great. For this reason, a more pragmatic approach is suggested whereby pedestrian safety improvements can be developed with minimal impact on parking.

A raised table could be constructed between the driveway of number 50a on the southern side and the start of the layby on the northern side in order to improve the existing uncontrolled crossing facility. The provision of a table should further reduce vehicle speeds at this key crossing location. It is hoped that the presence of a raised table would discourage parking immediately adjacent to the dropped kerbs but consideration may need to be given to the provision of an additional school keep clear road marking. The school keep clear marking could be implemented after a period of monitoring if parking too near to the crossing point continued to be a problem post construction.

Occasional parking was also observed immediately to the west of the crossing location on the northern side of the road. This is despite the presence of pedestrian guardrail that in theory makes it difficult to get in and out of a vehicle directly onto the kerb. No action is proposed at this stage but if it is felt that additional measures should be included, the existing school keep clear marking could be extended west to cover the raised table up to the driveway of number 21. It would also be beneficial to remove the central road marking for a short length where the raised table is located.

There are some road gullies that would require relocating but in theory, these should not be insurmountable.

Estimated cost £12,500

## **4.2 Improving all of the school warning signs;**

Currently, there are school warning signs at four locations. One is located on lamp column 9 in Ewell Road, just north of the railway bridge for vehicles travelling southbound towards St Mary's Junior School. This consists of a yellow backed triangular school warning sign and flashing amber lights. The flashing amber lights are the modern LED version and hence are in excellent condition but the triangular school warning sign would benefit from being replaced. The opportunity should also be taken to include the supplementary 'school' sign. Both could be combined onto one yellow backing board and the backing board itself could also extend around the existing flashing amber lights in order to tie all of the warning features into what will appear to be one assembly. This arrangement has been used elsewhere in Surrey and provides a neat solution.

The second location is on Sugden Road, adjacent to the boundary of St Mary's Junior School and number 65. This consists of a triangular school warning sign and supplementary 'school' sign combined on a yellow backing board. These signs are in good condition, however for consistency it is proposed that they are replaced with a new sign assembly to match that described in the paragraph above. It is also suggested that bearing in mind some of the other proposals in this report that the location is moved west to lamp column 9. Moving the sign location onto a lamp column would also provide a readymade electricity supply for new flashing amber lights. Note: Some nearby foliage currently overhanging the footway may require trimming back. To avoid waste, the combined sign to be removed could be relocated onto a lamp column in Rectory Lane for northbound traffic approaching St Mary's Junior School. There is currently no warning sign on this approach.

The third location is on Ditton Hill Road, just to the east of Kings Roads western entrance. This is made up of a triangular school warning sign and supplementary 'school' sign. There is also a new set of flashing amber lights located slightly east on lamp column 4. The suggestion here is to relocate the existing flashing amber lights to the existing sign location. The opportunity could then be taken to replace the signs with new to incorporate the flashing amber lights as previously described. A power supply for the lights will need to be provided in order to do this but that should not pose a problem. Again, this would free up a combined school warning sign and school plate, which could be relocated into Fleece Road, where there is no sign at present.

The fourth location is also on Ditton Hill Road, opposite the easternmost entrance into Kings Road on lamp column 9. This comprises a yellow backed triangular school warning sign and new style flashing amber lights. It is suggested that the sign be replaced with a yellow backed

combined triangular school warning sign and supplementary 'school' sign to incorporate the flashing amber lights.

Estimated cost £10,000

#### **4.3 Providing additional traffic calming measures in order to introduce a 20mph zone;**

As previously mentioned in this report, 20mph zones need to be self enforcing but it is very difficult to assess if a package of proposed measures will achieve this. To give a project the best chance of being successful in this goal the most suitable type of traffic calming to implement is vertical deflection (speed cushions and raised tables). Current guidance shows that these have been proven to provide the greatest speed reduction. At this location, the principle of vertical features has already been introduced so it also makes sense to continue that theme.

Suggested works could include the following;

##### Ewell Road

A gateway entry feature located just south of the railway bridge comprising signing and a 20mph roundel road marking. The existing priority narrowing under the railway bridge has a calming effect so starting the 20mph zone at this location ties in with where speeds have in many cases already been reduced.

Two sets of speed cushions located between the proposed entry gateway and the existing raised table outside the pedestrian entrance to St Mary's junior School. This layout would give a spacing of around 35m between the calming features and around 15m between the entry gateway and first set of cushions. This second measurement ensures vehicles are slowed soon after entering the proposed 20mph zone. Note that one set of speed cushions is likely to require a cushion in each layby on either side in order to discourage vehicles bypassing the features when one or both of the layby's are empty.

The existing raised table near the mini roundabout would also benefit from being reconstructed as its surface has started to fail and the on/off ramps could potentially be altered to provide an increased traffic calming effect.

Estimated cost £18,000

### Sugden Road

A gateway feature located between the driveway accesses of numbers 44 and 65 comprising kerb build outs, signing and a 20mph roundel road marking. The purpose of the kerb build outs at this location is to narrow the carriageway to 6m at the start of the lower speed limit zone. The build outs should discourage on street parking meaning the new signs and road marking are more conspicuous. By narrowing the carriageway to 6m and removing the central road marking, speeds may also be affected.

The provision of a raised table approximately half way between the proposed entry gateway and the existing raised table at the main entrance to St Mary's Junior School. There is a lot of school related parking during the morning and afternoon peak along Sugden Road so taking that on board, it would be more appropriate to provide a raised table as their calming performance is not adversely affected by parking. Speed cushions are in many cases the preferred option as they minimise discomfort to bus passengers for example but the down side is that a single parked vehicle can nullify any benefit to passengers. They may in fact experience more difficulties than when negotiating a correctly specified full width raised table. Sugden Road and Ewell Road are on bus route K3. Surrey County Council good practice currently suggests that raised tables can be used on bus routes if they have a 7.5m long plateau and the on/off ramps are no steeper than 1:20.

Estimated cost £18,000

### Rectory Lane

This road experiences regularly on street parking on both sides of the road from Rectory Close to its junction with Sugden Road, which has the effect of narrowing the available running lane to a single width and therefore vehicles are forced to give way to opposing flow. Whilst the observed vehicle flows were lower than on other roads and there is less opposing flow, this does still provide a calming effect on speeds.

No locations stood out as being particularly appropriate for traffic calming features or a gateway and the affect on parking in this area in particular has the potential to be a negative for residents. In this instance therefore it is felt the most appropriate way forward would be to only provide 20mph zone signing and a roundel at its junction with Sugden Road.

Estimated cost £4,000

### Fleece Road (between Ewell Road and Ditton Hill Road)

Formalising the parking outside the shopping parade. It is noted that a raised table with uncontrolled pedestrian crossing was previously proposed on this section but subsequently not implemented. There is already a pedestrian crossing point at the western end so another one in such close proximity does not appear to be necessary. The area outside the parade of shops is regularly occupied by parked cars, which is a positive thing for local businesses so a feature without an uncontrolled crossing facility is proposed as that will not reduce this parking capacity.

The kerb alignment and presence of a marked disabled bay on the southern side gives the impression the area is specifically for short term parking and the road width can accommodate it so on that basis the suggestion is to formally mark the area for parking with white lining. The opportunity should also be taken to introduce a raised table located between the driveways of numbers 106 and 108.

A kerb build out at the mini roundabout junction with Ditton Hill Road. There is no horizontal deflection for vehicles travelling west to east i.e. continuing along Fleece Road. It was observed that this can lead to vehicles not slowing to negotiate the roundabout as much as they ought to so the inclusion of a kerbed build out should be considered. This would need to incorporate the driveway of property number 100 Fleece Road and turning movements would need to be carefully investigated so it would perhaps be prudent to trial this element first.

Estimated cost £8,000

### Fleece Road (east of its junction with Ditton hill Road)

A gateway feature including signing and a 20mph roundel road marking located adjacent to the boundary of properties 37 and 39. In order to ensure the speed limit signing is clear it may also be necessary to include back to back 20mph and 30mph speed limit signing at the eastern junction of the crescent that serves property numbers 74 to 96 (not shown on the drawings). This will mean that the crescent is included in the new 20mph zone.

Estimated cost £4,000

### Ditton Hill Road

A raised table incorporating an uncontrolled pedestrian crossing facility just to the south of the mini roundabout. The lack of dropped kerbs and amount of on street parking make it very difficult to cross Ditton Hill Road at this location so the introduction of a combined raised table and crossing facility would have dual benefits. The raised table should slow vehicles as they approach the roundabout and shops area and the uncontrolled pedestrian crossing will aid pedestrian movements. The crossing should also serve to discourage parking too near to the roundabout as you would hope that motorists would respect the dropped kerbs. Local parking enforcement officers are authorised to issue penalty charge notices to vehicles parked across a dropped kerb, even if there are no road markings present.

A raised table just south of the Kings Road access. A raised table covering the entire junction was considered and would appear to be feasible, however the provision of a single raised table as proposed is the most cost effective solution. A raised table is suggested at this location because it will not adversely affect on street parking, which seems to be in high demand.

A pair of speed cushions with adjacent kerb build outs to narrow the carriageway to 6m located outside property number 44. The level of on street parking appears to reduce at this point so it is considered more appropriate to provide cushions with build outs that will physically restrict parking. Speed cushions are generally preferred by public transport operators and although this is not on a bus route, they would provide a contrasting feature with the nearby raised tables.

A raised table at the existing uncontrolled crossing facility outside Long Ditton Infants School. This would serve the purpose of slowing vehicles and improving the existing crossing facility in this key area. Further details are included in section 4.1.

A pair of speed cushions with adjacent kerb build outs to narrow the carriageway to 6m located centrally across the boundary of property numbers 60 and 62. On street parking does occur at this location but in order to achieve a contrasting feature to those proposed either side it is felt that the loss of parking can be justified.



A raised table incorporating an uncontrolled pedestrian crossing facility positioned just to the southeast of the Kings Road access. A raised table covering the entire junction was considered and would appear to be feasible, however the provision of a single raised table as proposed is the most cost effective solution. By proposing this type of feature, the project would achieve improved pedestrian crossing facilities at three fairly evenly spaced locations along Ditton Hill Road, whilst hopefully having the desired reduction in vehicle speeds. This location means vehicles approaching Long Ditton Infants School meet a physical calming feature soon after entering the proposed 20mph zone (25m).

A gateway feature comprising kerb build outs, signing and a 20mph roundel road marking located between property numbers 53 and 55. The kerb build outs will narrow the carriageway to 6m at the start of the lower speed limit zone, which should discourage on street parking and make the new signs and road marking are more conspicuous.

Estimated cost £35,000 (not inc works detailed in section 4.1)

## **5. RECOMMENDATION:**

It is recommended that:

1. A raised table and revised parking restrictions be implemented at the existing uncontrolled crossing facility outside Long Ditton Infants School as detailed in section 4.1;
2. All four of the school warning signs be improved and relocated if required to improve their conspicuousness as detailed in section 4.2;

It is impossible to determine if a scheme of proposed traffic calming measures will lower speeds to 20mph or below but in this instance, consideration should also be given to promoting a package of traffic calming measures incorporating a 20mph zone as detailed in section 4.3.

The total guide price for items 1 and 2 is £22,500

The total guide price for the remaining traffic calming is £87,000

The signing improvements (item 2 above) could be progressed relatively soon after funding was made available, which provides the flexibility for a phased implementation should this be desired.

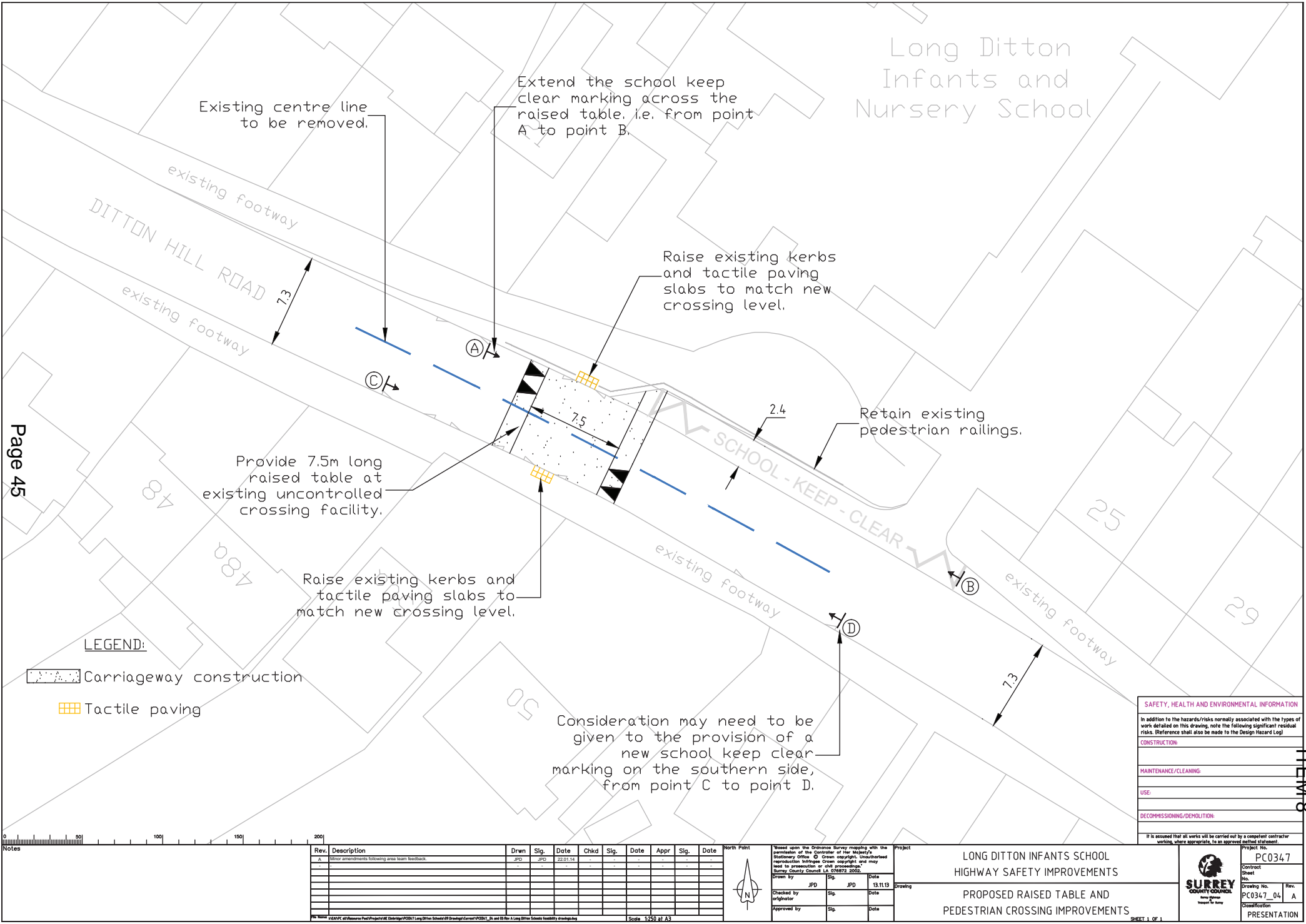
## **6. APPENDICIES:**

**A)** Design Brief

**B)** Drawings showing proposed options:

Dwg PC0347\_04 Rev A Proposed raised table and pedestrian crossing improvements

Dwg PC0347\_05 Rev A Proposed traffic calming and 20mph zone

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**Long Ditton  
Infants and  
Nursery School**

Extend the school keep clear marking across the raised table, i.e. from point A to point B.

Raise existing kerbs and tactile paving slabs to match new crossing level.

Retain existing pedestrian railings.

Provide 7.5m long raised table at existing uncontrolled crossing facility.

Raise existing kerbs and tactile paving slabs to match new crossing level.

Consideration may need to be given to the provision of a new school keep clear marking on the southern side, from point C to point D.

DITTON HILL ROAD

existing footway

7.3

(A)

7.5

2.4

SCHOOL - KEEP - CLEAR

existing footway

(B)

7.3

(C)

(D)

**LEGEND:**

- [Pattern] Carriageway construction
- [Yellow Box] Tactile paving

Rev.	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	Minor amendments following area team feedback	JPD	JPD	22.01.19	-	-	-	-	-	-
B										
C										
D										
E										
F										
G										
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Scale 1:250 @ A3

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks. Reference shall also be made to the Design Hazard Log.

**CONSTRUCTION:**

**MAINTENANCE/CLEANING:**

**USE:**

**DECOMMISSIONING/DEMOLITION:**

If it is assumed that all works will be carried out by a competent contractor working under appropriate health & safety measures, please tick the box below.

☐ Yes ☐ No

Project: LONG DITTON INFANTS SCHOOL HIGHWAY SAFETY IMPROVEMENTS

Drawing: PROPOSED RAISED TABLE AND PEDESTRIAN CROSSING IMPROVEMENTS

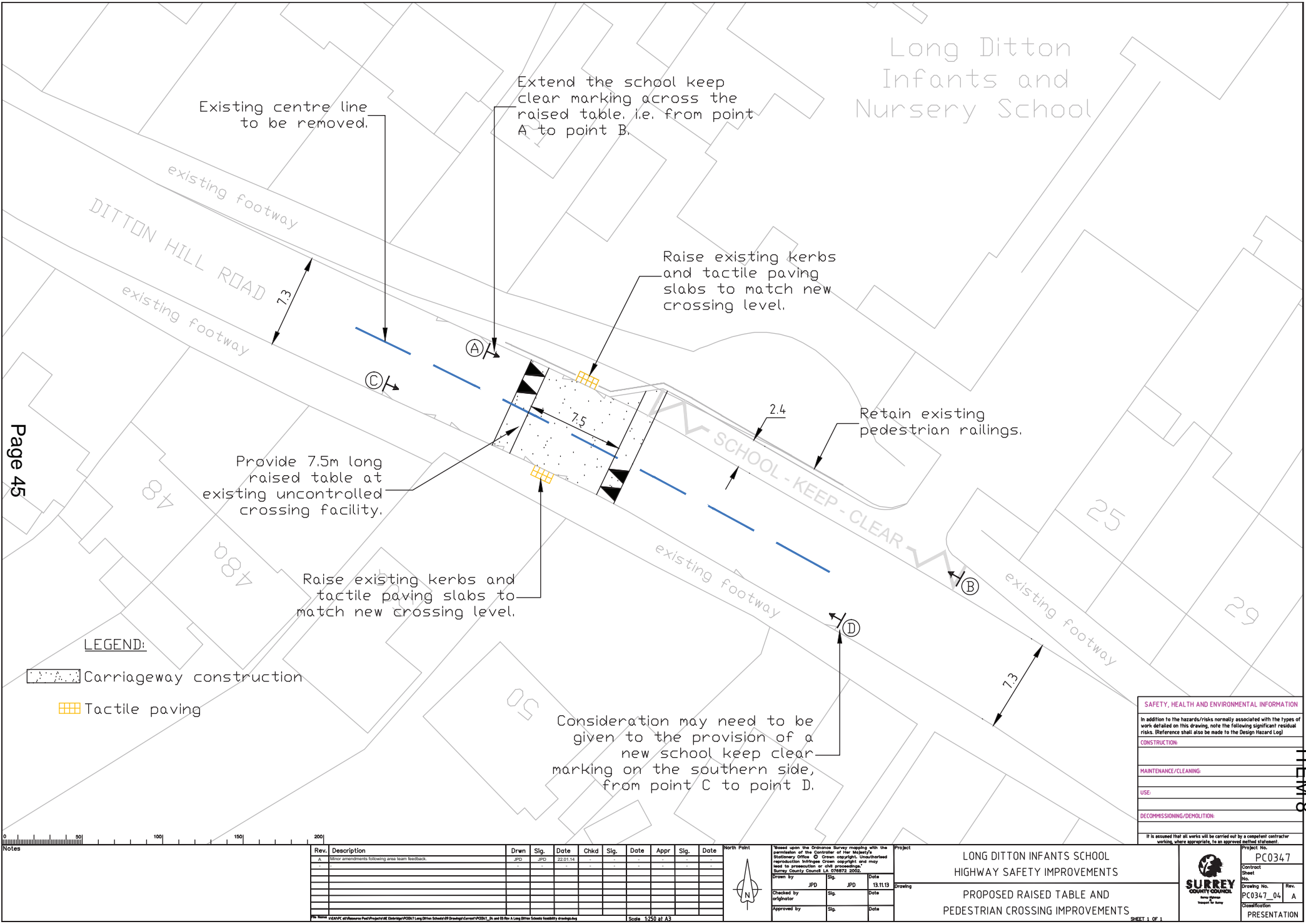
Contract No.: PC0347\_04

Revision: A

Classification: PRESENTATION

**SURREY COUNTY COUNCIL**

Transport Planning Department

[illegible]

**Long Ditton  
Infants and  
Nursery School**

Extend the school keep clear marking across the raised table, i.e. from point A to point B.

Raise existing kerbs and tactile paving slabs to match new crossing level.

Retain existing pedestrian railings.

Provide 7.5m long raised table at existing uncontrolled crossing facility.

Raise existing kerbs and tactile paving slabs to match new crossing level.

Consideration may need to be given to the provision of a new school keep clear marking on the southern side, from point C to point D.

**LEGEND:**

- [Pattern] Carriageway construction
- [Grid] Tactile paving

Rev.	Description	Dwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	Minor amendments following area team feedback	JPD	JPD	22.01.18	-	-	-	-	-	-
B										
C										
D										
E										
F										
G										
H										
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Z										

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks. Reference shall also be made to the Design Hazard Log.

**CONSTRUCTION:**

**MAINTENANCE/CLEANING:**

**USE:**

**DECOMMISSIONING/DEMOLITION:**

If it is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement.

### LONG DITTON INFANTS SCHOOL HIGHWAY SAFETY IMPROVEMENTS

### PROPOSED RAISED TABLE AND PEDESTRIAN CROSSING IMPROVEMENTS

**SURREY COUNTY COUNCIL**  
*Improving lives through better transport solutions*

Project No.  
**PC0347**

Contract Sheet No.  
**PC0347\_04**

Drawing No.  
**PC0347\_04**

Revision  
**A**

Classification  
**PRESENTATION**

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Proposed school warning sign  
arrangement.

— School  
warning sign.

— Supplementary  
'school' sign

- Flashing amber lights.

## SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks. (Reference shall also be made to the Design Hazard Log)

**CONSTRUCTION:**

**MAINTENANCE/CLEANING:**

**USE:**

## DECOMMISSIONING/DEMOLITION:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement.

ITEM 8

[illegible]

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Drawn by	Sig.	Date
JPD	JPD	26.11.13
Checked by originator	Sig.	Date
Approved by	Sig.	Date

Project

LONG DITTON SCHOOLS  
HIGHWAY SAFETY IMPROVEMENTS

PROPOSED TRAFFIC CALMING  
AND 20MPH ZONE



Project No. PC0347	
Contract Sheet No.	
Drawing No. PC0347_05	Rev. A
Classification PRESENTATION	

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**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (ELMBRIDGE)****DATE: 24<sup>TH</sup> FEBRUARY 2014****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.

Preparations are well advanced to deliver the Local Committee's programme of Highways works for the Financial Year 2014-15.

**RECOMMENDATIONS:**

**The Local Committee (Elmbridge) is asked 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.

**REASONS FOR RECOMMENDATIONS:**

Programmes of work for each Division have been agreed with Divisional Members. Committee is asked to provide the necessary authorisation to deliver those programmes of work in consultation with the Chairman, Vice Chairman and relevant Divisional Member without the need to revert to the Committee as a whole.

**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 has been used to fund the following activities:

- Ditching programme in partnership with Elmbridge Borough Council: £40,000
- Community Gang (1 week in 3): approximately £50,000
- Extra jetting (6 weeks spread through the FY): £30,000
- Contribution to Annual Parking Review: £10,000
- Signs and road markings
- Other reactive maintenance works

2.3 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	Feasibility fees only this FY
Oxshott Speed Management Package	Phase 1: Extension of speed limit Phase 2: Hard standing for mobile enforcement	Phase 1 completed in 2012-13	No funding to implement phase 2.
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	Detailed design complete. Construction cost would be approx £45,000.	Design fees only this FY
Church Street, Cobham – Weight Restriction	New weight restriction.	Power supply connections to illuminated signs now complete.	£5,300
Ashley School	Improved pedestrian crossing facilities	Stage 3 Road Safety Audit works	£2,000 (Possible developer funding)
Ockham Lane	New weight restriction	Contribution to joint scheme with Guildford Local Committee	£1,000

**2013-14 Divisional Programmes**

2.4 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.

2.5 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	£22,900	Complete.
St Peter's Road, West Molesey	New drainage system	£48,600	Programmed to start construction on 10 <sup>th</sup> March. <i>Risk of delay due to flooding.</i>
Limes Road, Weybridge	LSR, whole road	£13,000	Complete.

## ITEM 9

Location	Proposed works	Cost	Status
Old Avenue, Weybridge	LSR, from bellmouth to outside Clevedon	£26,500	Complete.
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	£400 plus revenue funding for the drainage works	Complete.
Devonshire Road, Weybridge	LSR	£25,100	Ordered, awaiting programming. <i>Risk of delay due to flooding. Part funded from Cllr Mahne's non-Highways allocations.</i>
Coveham Crescent, Cobham	LSR, whole road	£34,600	Complete.
Coveham Crescent, Cobham	Verge parking	£10,000	Complete. <i>Funded from Cllr Lewis's non-Highways allocations.</i>
Stoke Road, Cobham	Speed limit feasibility	£5,000	See comments below in paragraph 2.8.
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	£7,300	Complete.
Linfield Close, Hersham	LSR, whole road	£20,500	Complete.
Burwood Road, Hersham	School safety measures feasibility study	£6,000	Feasibility complete. New signs to be implemented this FY. <i>Signs to be funded from Cllr Hicks's non-Highways allocation.</i>
Meadow Road, Claygate	LSR, whole road	£95,100	Complete. <i>Torrington Road was resurfaced at the same time as part of Project Horizon Year 1 programme.</i>
Wrens Hill, Oxshott	LSR, bellmouth only	£5,700	Complete. <i>£2,000 contribution from Cllr Bennison's non-Highways allocation. £1,800 contribution from Residents' Association.</i>

Location	Proposed works	Cost	Status
Trystings Close and Oakhill	LSR	£19,800	Complete.
Danes Hill, Oxshott	Pedestrian crossing and improved warning signs.	£5,400	Feasibility in progress for pedestrian crossing. Signs ordered. <i>Funded by Danes Hill School.</i>
Winterdown Road and Garson Road, Esher	LSR, whole road	£112,000	Complete. <i>£3,888 contribution from Cllr Selleck's non-Highways allocation. Garson Road now funded from Winter Damage fund (£30,000).</i>
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	£5,000	See separate report.
Windmill Lane, Thames Ditton	LSR, Effingham Road end only	-	Due to be treated as a retread site. Delayed due to contractual issues.
Victoria Avenue	LSR	£7,900	Ordered. Programmed for March 2014. <i>Risk of delay due to flooding.</i>
Thames Meadow	LSR	£7,400	Ordered. Programmed for March 2014. <i>Risk of delay due to flooding.</i>
Carlton Road, Walton	Footway slurry	£30,600	Complete.
Mayo Road, Walton	LSR	£23,400	Complete.
Rydens Road	New pedestrian crossing	£4,000	Feasibility / detailed design only this Financial Year. <i>Funded from Cllr Lake's non-Highways budget.</i>
Anderson Road, Weybridge	LSR	£18,000	Complete.
Oatlands Drive, Walton	Cycle lanes and traffic calming	£38,000	Ordered. Programmed for March 2014. <i>Risk of delay due to flooding.</i>

Location	Proposed works	Cost	Status
Oatlands Chase	New footway and mobility ramps	£64,000	Ordered. Programmed for March 2014. <i>Risk of delay due to flooding.</i> £14,000 from Member Capital and Revenue contributions. £30,000 from monies released from Garson Road by Winter Damage funding contribution. £20,000 PIC contribution.
<b>Total programme value, including carried forward Capital Schemes</b>		<b>£683,500</b> <i>Including approximately £106,000 contributions</i>	

- 2.6 The total value of the capital programme exceeds the £500,788 total value of the Divisional Allocations by approximately £182,712. The total value of contributions from Members' non-Highways allocations and other sources is approximately £106,000. Taking into account the the £59,030 carried forward from last Financial Year, the programme is approximately £18,000 over allocated.
- 2.7 At the time of writing many of the Council's Highways resources are being directed to flood related activities. The Leader announced on 11<sup>th</sup> February that flood prevention work was the main priority, and that some non-urgent highways works would pause where there is a need to tackle flooding. In this context it is likely that some of Committee's schemes will be delayed into next Financial Year 2014-15. Officers will identify these schemes and request that funds be carried forward from this Financial Year 2013-14 to enable these schemes to be completed.
- 2.8 The feasibility study for Stoke Road, Cobham was reported to Committee in November 2013. Since November 2013 officers having been developing further an option based on traffic islands. However in the context of the current speed limit policy officers are unable to recommend a reduction in speed limit to 30mph. Members may be aware that the Council's speed limit policy is currently under review. In anticipation of a change in speed limit policy, officers are in discussion with Surrey Police as to whether they would support a change in speed limit under the proposed new policy. In the context of this discussion, fresh speed surveys have been commissioned to inform the discussion. Officers will keep the Divisional Member and Chairman up to date as this discussion progresses with Surrey Police.
- 2.9 The feasibility study for the Long Ditton Schools is reported separately.
- 2.10 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

- 2.11 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

- 2.12 Table 4 shows next Financial Year's budget allocations that were approved by Committee in September 2013.

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

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

- 2.13 Officers have agreed with Divisional Members priorities for their respective Divisional Allocations for next Financial Year 2014-15. These are detailed in Table 5.

**Table 5 2014-15 Divisional Programmes**

Location	Proposed works	Cost	Status
Eastcote Avenue, West Molesey	LSR, whole road	£53,300	Need to walkthrough with Kier.
Fleetside, West Molesey	Mobility Ramps	£tbc	Need to confirm locations and estimate costs. Officers to investigate whether any PIC money is available for this.
TBA in West Molesey	Mobility Ramps	£2,000 per pair	Need to confirm locations with Divisional Member.
Holstein Avenue, Weybridge	LSR, whole road	£14,850	Need to walkthrough with Kier.
Weybridge Station	Drainage investigation and repair	£21,500	Need to arrange drainage investigation.
Heath Road, Weybridge	Improve cycle route from Station to Town Centre	£20,000	Feasibility to be included in Weybridge Station feasibility study in 2013-14.

## ITEM 9

Location	Proposed works	Cost	Status
Stoke Road, Cobham	Reduce speed limit to 30mph	£55,000	Subject to ongoing feasibility, the proposed new speed limit policy, Surrey Police's support, and public consultation.
Fairmile Lane, Cobham	Casualty reduction scheme at junction with Miles Lane	£45,000	Detailed design already complete. <i>Reserve scheme if Stoke Road speed limit reduction proves unfeasible, or in the event that under the proposed new speed limit policy it is possible to reduce the speed limit without costly engineering measures.</i>
Heath Ridge Green, Cobham	LSR, entrance plus first 25m	£5,000	Need to walkthrough with Kier <i>Reserve scheme if Stoke Road speed limit reduction proves unfeasible, or in the event that under the proposed new speed limit policy it is possible to reduce the speed limit without costly engineering measures.</i>
Links Green Way, Cobham	LSR, entrance plus first 25m	£5,000	Need to walkthrough with Kier <i>Reserve scheme if Stoke Road speed limit reduction proves unfeasible, or in the event that under the proposed new speed limit policy it is possible to reduce the speed limit without costly engineering measures.</i>
Blundell Lane, Cobham, near Stoke Road	Extend footway	£15,000	Funded from PIC contributions. Need design brief.
Fairmile Park Road, Cobham	Speed Limit Review	£5,000	Need design brief <i>To be funded from Cllr Lewis's non-Highways allocation.</i>
Burwood Road, Hersham	Safety Improvements	£55,000	Need to complete detailed design. Need public consultation.
Blakeden Drive, Claygate	Treatment TBC, whole road	£47,000	Need to walkthrough with Kier. <i>Cllr Bennison to decide between this and Brookfield if cannot afford both</i>
Brookfield Gardens, Claygate	Treatment TBC, whole road	£tbc	Need to walkthrough with Kier <i>Cllr Bennison to decide between this and Blakeden if cannot afford both</i>

Location	Proposed works	Cost	Status
The Roundway, Claygate	Micro Asphalt, whole road	£32,500	Need to walkthrough with Kier
TBA in Oxshott, Claygate and Hinchley Wood	Mobility Ramps	£4,000	Provisional on cost of Blakeneden or Brookfield and The Roundway.
Wolsey Road, Esher	LSR, extent TBC	£51,000	Need to walkthrough with Kier <i>Need to confirm programme in East Molesey and Esher once costs fully known</i>
Wolsey Grove, Esher	LSR, extent TBC	£11,000	Need to walkthrough with Kier <i>Need to confirm programme in East Molesey and Esher once costs fully known</i>
Esher Park Avenue	New parking space(s)	£tbc	Need to confirm costs.
Walton Road / Bridge Road / Esher Road, East Molesey	LSR, extent TBC	£tbc	Need to walkthrough with Kier <i>Need to confirm programme in East Molesey and Esher once costs fully known</i>
Long Ditton Schools	School safety measures	£48,000	Need to complete detailed design. Need public consultation.
Thames Ditton Fountain	Overrun protection measures	£7,000	Need to coordinate / walkthrough with Kier and Skanska.
Pound Close, Thames Ditton	Minor repairs	Revenue funded	Need to agree extent.
Rydens Road, West Molesey	New pedestrian crossing	£55,000	Subject to feasibility study due to be completed in 2013-14.
Millbrook, Weybridge	LSR, whole road	£12,000	Need to walkthrough with Kier
Lindley Road, Walton	Footway	£20,000	Need to walkthrough with Kier
Castle Road, Weybridge	Footway	£12,000	Need to walkthrough with Kier
Cedar Grove, Oatlands Park	Footway	£4,000	Need to walkthrough with Kier

## ITEM 9

Location	Proposed works	Cost	Status
TBA in Walton South and Oatlands	Mobility Ramps	£7,000	Need to agree locations with Cllr Samuels.
<b>Total programme value</b>		<b>Approximately £605,000</b>	

- 2.14 Officers will keep the Divisional Members informed of progress with their respective Divisional Programmes, and will report progress formally to the Local Committee. The total value of the Divisional Programmes will reduce as Members make decisions regarding provisional schemes.

### **Drainage update**

- 2.15 The Surrey County Council website includes pages relating to Highway drainage: <http://www.surreycc.gov.uk/roads-and-transport/road-maintenance-and-cleaning/drainage-and-flooding/drain-cleaning> These pages give an overview of the Council's drainage activities and answer the most frequent questions.
- 2.16 The Elmbridge Drain Cleaning Schedule for 2013-14, which lists all the roads in Elmbridge by post-town, and gives the month(s) in which the gullies in these roads are due to be cleaned, is also available on the Council's website: <http://www.surreycc.gov.uk/roads-and-transport/road-maintenance-and-cleaning/drainage-and-flooding/drain-cleaning/drain-cleaning-schedule/drain-cleaning-in-elmbridge> Unfortunately this is listed by post-town rather than by Electoral Division. Officers are working to change this for future schedules.
- 2.17 Officers receive a detailed spreadsheet from our drainage sub-contractor on a regular basis. Due to the sheer size of this spreadsheet it is not practical to publish it. Officers would gladly send the spreadsheet to Members by e-mail if required. The level of detail available gives the name of each road where gullies have been cleaned, the dates of the cleaning, and also all gullies found to have blocked connections or other defects. Gullies with defects are listed individually with their grid reference, to enable defects to be followed up. Officers use this detailed information both to monitor performance of our sub-contractor and to assess follow up works. For example blocked connections will now need to be prioritised for further attention alongside the other reported problems.
- 2.18 At the end of January 2014, 6,591 gullies had been cleaned in Elmbridge as part of this year's cycle, and a further 10,443 were outstanding. 386 were inaccessible due to parked vehicles, 20 were obstructed, 45 had jammed covers, 81 were simply not found, and 156 had blocked outlets.

### **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 Officers have consulted Divisional Members to identify schemes for their respective Divisional Programmes for 2014-15.

**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 Preparations are well advanced for next Financial Year's 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 prepare for next Financial Year's Divisional Programmes.

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

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

**Annexes:** 0

**Sources/background papers:** None.

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**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (ELMBRIDGE)****DATE:** 24 February 2014**LEAD  
OFFICER:** Duncan Knox**SUBJECT:** Road Safety Policy Update**DIVISION:** N/A**SUMMARY OF ISSUE:**

To present to the local committee a draft update to the county council's policy on setting local speed limits and a new draft policy to address road safety outside schools, including school crossing patrols.

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

- (i) review and provide comments on the draft policies. Comments will be taken into account prior to the policies being submitted to county council Cabinet for approval.

**REASONS FOR RECOMMENDATIONS:**

Local Committees are responsible for most highway and transport matters in their areas, including speed limits and road safety measures outside schools. This report presents new road safety policies with respect to speed limits and road safety outside schools for comment by the local committee prior to submission to county council cabinet for approval.

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

- 1.1 In January 2013 central government issued new national guidance for local authorities on setting speed limits (Circular 01/13). Consequently the county council's own policy has been reviewed to take into account the latest national policy, and to improve Surrey's existing policy and procedure.
- 1.2 One of the most frequently expressed road safety concerns is that of the safety of children outside schools. Fortunately the number of child casualties in the vicinity of schools is comparatively small, however the perceived danger to children on busy roads on the school journey, especially in the vicinity of a school, can prove to be a barrier to more walking and cycling. Consequently a new policy "Road Safety Outside Schools" has been created to set out how the council will respond to such concerns. This may become especially important in light of the schools expansion programme.
- 1.3 The county council's policy on school crossing patrols has also been reviewed and updated, and forms part of the "Road Safety Outside Schools" policy. The new policy has been designed to ensure that the county council's limited resources for the provision of school crossing patrols is maintained and prioritised at sites where they are most needed.

## **2. ANALYSIS:**

### **Setting Local Speed Limits**

- 2.1 It is proposed that with respect to setting speed limits, the county council's scheme of delegation will remain the same (repeated below for easy reference), but that the speed limit policy be updated.  
  
*"Local Committees will be responsible for the following:  
 To agree local speed limits on county council roads, within their area and to approve the statutory advertisement of speed limit orders, taking into account the advice of the Surrey Police road safety and traffic management team and with regard to the County Council Speed Limit Policy." (SCC Scheme of Delegation Part 3 Section 2 paragraph 7.2, b(iii)c).*
- 2.2 The new draft policy "Setting Local Speed Limits" is included within Annex A. The new policy highlights the key point that simply changing a speed limit with signs alone will not necessarily be successful in reducing the speed of traffic by very much if the prevailing mean speeds are much higher than the proposed lower speed limit. For the first time the new national guidance (Circular 01/13) provides formulas that can be used to predict the likely change in mean speeds from a change in speed limit using signs alone. The new policy contains tables that have been generated using these formulas, and a threshold is shown within the tables, below which a new lower speed limit with signs alone would be allowed. For cases where existing mean speeds are above the threshold shown in the table, then supporting engineering measures will need to be considered alongside any reduction in speed limit.
- 2.3 The new policy indicates that new 20 mph speed limits using signs alone will be allowed where existing mean speeds are 24 mph or less. Additional supporting engineering measures will need to be considered where existing mean speeds are above 24 mph in order to get speeds down. This is the same as the new national guidance (Circular 01/13), and is a change to Surrey's

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

existing policy where 20 mph speed limits using signs alone are only allowed where existing mean speeds are 20 mph or less.

- 2.4 With regard to speed limits outside schools, the new policy advises that there should always be an overall assessment of the safety issues outside a school to investigate and define the problem rather than consideration of the speed limit in isolation. For example the problems being experienced may be associated with inconsiderate parking or difficulties in crossing a road that will not be solved through a change in speed limit on its own. The new policy advises that the new “Road Safety Outside Schools” policy should be referred to instead.
- 2.5 The new policy contains a requirement that the Surrey Police Road Safety and Traffic Management Team are consulted on all proposed speed limit changes, and that their views are contained within any report to the Local Committee considering the change in speed limit. The Police Road Safety and Traffic Management Team have been consulted and are supportive of the new policy.
- 2.6 Following speed surveys and feasibility work, the Area Highway Manager will present a report to the Local Committee with recommendations for a change in speed limit, or not, along with supporting engineering measures, if required, based on the new policy. If the Local Committee disagree with the recommendations presented to them by the Area Highways Manager, and wish to proceed with an alternative option, then the issue must be submitted for decision by the Cabinet Member for Transport, Highways and Environment.
- 2.7 The new policy advises that speed surveys should be undertaken after a new speed limit has been introduced to check whether it has been successful. If it has been unsuccessful in reducing speeds to a level below the threshold in the table, then another report will be submitted to the Local Committee for them to consider whether any further engineering measures should be introduced. An alternative could be to remove the new lower speed limit and return to the original or different, higher speed limit. Again if the Local Committee disagree with the recommendations presented to them by the Area Highways Manager, and wish to proceed with an alternative option, then the issue must be submitted for decision by the Cabinet Member for Transport, Highways and Environment.

### **Road Safety Outside Schools**

- 2.8 Fortunately the number of child casualties outside Surrey’s 507 schools is comparatively small. For example in the seven year period from 2005 to 2011 there were 42,598 personal injury casualties recorded by the police (an average of 6,085 per year). Of these, 6% (2,747) were child casualties (an average of 392 per year). A total of 351 of these took place within 250m of the school gate, during school journey times (about 50 per year).
- 2.9 Nonetheless the perceived danger to children on busy roads on the school journey, especially in the vicinity of a school, can prove to be a barrier to more walking and cycling.
- 2.10 Therefore a new policy has been developed “Road Safety Outside Schools” (included within Annex B) that sets out the process that will be used by Surrey County Council for investigating and responding to concerns about road safety outside schools. The aim is to reduce the risk of collisions, and to make the

road feel safer in order to improve the attractiveness of walking and cycling to and from schools.

- 2.11 The new policy highlights that Local Committees are allocated funding for highway improvements, and that the perceived problems will be investigated by county council officers who will then report back to the local councillors. The policy also highlights that schools and parents have a vital role to play in child pedestrian and cycle training, and encouraging responsible attitudes to using motor vehicles as children grow older. Therefore an assessment of the road safety education provided within a school and the school travel plan will always be undertaken alongside an assessment of the road safety situation outside the school gate.
- 2.12 The new draft Road Safety Outside Schools Policy incorporates the council's policy on school crossing patrols. The aim of the policy is to ensure that the provision of school crossing patrols is maintained and prioritised at sites where they are most needed, within the existing budget allocation.
- 2.13 At the time of writing there are 69 school crossing patrols operating within Surrey, with a further 18 approved sites vacant. It is the intention of the county council to continue with an existing budget of £206,000 to support all approved school crossing patrol services at maintained schools. It is proposed that a charge of £3,000 per year will be made to Academies, Independent and Free schools, to cover salary and training costs.
- 2.14 National guidance advises that school crossing patrols should not operate where there is a light controlled crossing already in situ as this is a duplication of resources and could cause confusion. Therefore it is proposed that the small number of sites in Surrey where this is the case will be reviewed and subject to risk assessment from April 2014, and may be relocated or withdrawn.
- 2.15 If a new light controlled or zebra pedestrian crossing is installed (or installed nearby to) where a school crossing patrol is currently operating, then the service will be reviewed and may be relocated or withdrawn after a provisional period of 3 months. Requests for new school crossing patrols where there is already light controlled or zebra crossings will not be approved. If there is a request for a new school crossing patrol where there is a pedestrian refuge, this will be subject to risk assessment.
- 2.16 Whenever a vacancy arises at an existing school crossing patrol site or a request for a new site is received, then the site will be risk assessed before a decision is taken to recruit a new or replacement school crossing patrol. Where there is insufficient funding for new or vacant sites then a waiting list will operate and future funds will be allocated on a priority basis. In the absence of central funding being available, schools will have the option to pay for the service themselves via alternative means at a cost of £3,000 per year.
- 2.17 If a school leadership disagree with a decision by the county council in relation to a school crossing patrol, then a meeting will be held with the school staff and governing body to explain the reasoning behind the decision. The school staff and governing body will then have the right to appeal to the Cabinet Member for Transport, Highways and Environment if they wish.

**3. OPTIONS:**

- 3.1 The draft policies are presented to the Local Committee for comment. Options for changes to the policies will be taken into account before the policies are submitted to county council cabinet for approval.

**4. CONSULTATIONS:**

- 4.1 Surrey Police Road Safety and Traffic Management Team have been consulted on the draft policies. As well as being submitted to all 11 of Surrey's Local Committees for comment, the policies will also be subject to public consultation.

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

- 5.1 The draft policies aim to ensure an efficient process for considering changes to speed limits, or additional road safety measures outside schools. The new policies also aim to ensure that new highway measures are selected that will be effective in tackling the identified problem. The cost of a change in speed limit or new highway measures will always be presented to the Local Committee for decision on whether to invest their local allocation.

**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 An equalities and diversity impact assessment has been completed for the "Setting Local Speed Limits" policy. Consequently the policy has been amended to include specific mention of vulnerable road users such as children, older people and those with mobility impairment within road casualty analysis which is completed in order to inform upon the need for speed management measures. The policy has also been amended to include the fact that speed reducing features could also form part of improved facilities for vulnerable road users such as pedestrians, cyclists, children and older people.
- 6.2 An equalities and diversity impact assessment is being completed for the "Road Safety Outside Schools Policy", and will be completed before the policy is submitted to county council cabinet.

**7. LOCALISM:**

- 7.1 The draft policies highlight the fact that it is the Local Committee within each area who will decide upon any changes to local speed limits, and whether to invest in any additional highway measures outside schools.

**8. OTHER IMPLICATIONS:**

<b>Area assessed:</b>	<b>Direct Implications:</b>
Crime and Disorder	Effective speed management and road safety improvements will help to tackle antisocial driving as well as reduce road casualties.
Sustainability (including Climate Change and Carbon Emissions)	Improving safety and reducing the fear of traffic in the vicinity of schools and on the journey to school will help encourage more walking and cycling to school, and so will help reduce carbon emissions from vehicles.

Corporate Parenting/Looked After Children	None
Safeguarding responsibilities for vulnerable children and adults	None
Public Health	Effective speed management and improvements to safety outside schools will reduce the risk of road casualties. Reducing the fear of speeding vehicles and the fear of traffic will encourage more walking and cycling which improves the health of participants.

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

- 9.1 The county council's policy on setting local speed limits has been updated in light of new government guidance, and in order to improve the existing assessment procedure. A new policy "Road Safety Outside Schools" has been developed to tackle concerns over road safety outside schools. As part of this the school crossing patrol policy has been updated to ensure that the provision of school crossing patrols is maintained and prioritised at sites where they are most needed, within the existing budget allocation.

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

- (i) review and provide comments on the draft policies. Comments will be taken into account prior to the policy being submitted to county council cabinet for approval.

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

- 10.1 Comments from Local Committees, and comments received following public consultation will be taken into account prior to the policy being submitted to county council cabinet for approval.

### **Contact Officer:**

Duncan Knox, Road Safety Team Manager, 0208 541 7443

### **Consulted:**

Surrey Police

### **Annexes:**

Annexe A: Setting Local Speed Limits

Annexe B: Road Safety Outside Schools

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

Setting Local Speed Limits, Department for Transport Circular 01/2013

Speed Enforcement Policy Guidelines 2011 to 2015: Joining Forces for Safer Roads, The Association of Chief Police Officers

School Crossing Patrol Service Guidelines, Road Safety Great Britain, June 2013





# Setting Local Speed Limits

## Surrey County Council's Policy



## 1. Introduction

The aim of the County Council is to set speed limits that are successful in managing vehicle speeds and are appropriate for the main use of the road. Reducing speeds successfully may reduce the likelihood and severity of collisions, and can help to encourage more walking and cycling. This can help to make communities more pleasant places to live, and can help sustain local shops and businesses. The desire for lower speeds has to be balanced against the need for reasonable journey times and the position of the road within the county council's Strategic Priority Network.

The purpose of this policy is to explain the roles, responsibilities and the procedure that will be followed by Surrey County Council when deciding whether to change a speed limit. The policy also provides advice and guidance on the factors and additional supporting measures that may be needed to ensure successful management of vehicle speeds.

This policy has been developed with reference to national policy issued by central government "Setting Local Speed Limits, Department for Transport Circular 01/2013" and national policy issued by the Association of Chief Police Officers, "Speed Enforcement Policy Guidelines 2011 to 2015: Joining Forces for Safer Roads".

## 2. Key Principles

### National speed limits

The three national speed limits are:

- the 30 mph speed limit on roads with street lighting (sometimes referred to as Restricted Roads)
- the national speed limit of 60 mph on single carriageway roads
- the national speed limit of 70 mph on dual carriageways and motorways.

These national speed limits are not, however, appropriate for all roads. The speed limit regime enables traffic authorities like Surrey County Council to set local speed limits in situations where local needs and conditions suggest a need for a speed limit which is different from the national speed limit. For example while higher speed limits are appropriate for strategic roads between main towns, lower speed limits will usually apply within towns and villages. A limit of 20 mph may be appropriate in residential areas, busy shopping streets and near schools where the needs and safety of pedestrians and cyclists should have greater priority. Changing from the national speed limit on a road will require that speed limit repeater signs are provided along the route to indicate the new speed limit.

### Decision making and responsibilities

Within Surrey decisions over most highway matters including setting speed limits are delegated to local committees of elected county council and borough/district councillors. There is a local committee in each of the 11 boroughs and districts within Surrey. Each local committee is provided with an annual budget from Surrey County Council for highway improvements throughout their area, and then the local committee decides where best to invest their budget in response to local concerns to tackle congestion, improve accessibility, improve safety and support the local economy. Therefore any



proposals for changing speed limits including the signing, legal speed limit order and supporting highway measures would require agreement and allocation of funding by the local committee from their budget for highway improvements.

The county council's Area Highways Team, who report to the local committee, will lead the process to assess a potential change in speed limit. The Area Highways Team will be assisted by the county council's central Road Safety Team and will consult with Surrey Police's Road Safety and Traffic Management Team. The output would be a report and recommendations (in accordance with this policy) for consideration by the local committee, who will then decide whether to allocate funding for a scheme to change the existing speed limit or not.

### **Speed limits and speed management**

Experience shows that changing to a lower speed limit on its own will not necessarily be successful in reducing the speed of traffic by very much if the prevailing mean speeds are much higher than the proposed lower speed limit. If a speed limit is set too low and is ignored then this could result in the majority of drivers criminalising themselves and could bring the system of speed limits into disrepute. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources. It is also important to set reasonable speed limits to ensure consistency across the country.

Therefore speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.

### **20 mph speed limits and zones**

Within the latest central government guidance issued by the Department for Transport (Circular 01/2013) there is greater encouragement for local authorities to introduce more 20 mph schemes (limits and zones) in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists.

Circular 01/2013 emphasises that research into signed-only 20 mph speed limits shows that they generally lead to only small reductions in traffic speeds. Signed-only 20 mph speed limits are therefore most appropriate for areas where vehicle speeds are already low. If the mean speed is already at or below 24 mph on a road, introducing a 20 mph speed limit through signing alone is likely to lead to general compliance with the new speed limit. Table 2 shows the likely reduction in mean vehicle speeds following the implementation of a signed-only 20 mph speed limit.

Where the existing mean speeds are above 24 mph then a 20 mph scheme with traffic calming measures (known as a 20 mph zone) will be required. Research has shown that 20 mph zones with traffic calming measures have been very effective in reducing speeds and casualties, may encourage modal shift towards more walking and cycling and may result reductions in traffic flow on the road as vehicles choose alternative routes. However traffic calming measures are more expensive and are not always universally

popular. Table 1 shows the likely reduction in mean vehicle speeds following the implementation of a 20 mph zone with traffic calming.

It is possible to implement 20 mph schemes across an area that consist of a combination of physical features on some roads (where existing speeds are high), and signs alone on other adjoining roads (where speeds are already low).

Research has shown that mandatory variable 20 mph speed limits that apply only at certain times of day (using an electronic sign) are not very effective at managing vehicle speeds. Surrey police do not support 20 mph speed limits that are not generally self enforcing. The electronic variable message signage that would be required for a mandatory variable 20 mph speed limit would also place an additional maintenance burden on the county council for little benefit. Therefore Surrey County Council will not support the use of new mandatory variable 20 mph speed limits.

### **Speed limits outside schools**

Requests are often made for lower speed limits outside schools as a result of concerns over the safety of children outside schools. It is the policy of Surrey County Council that there should always be an overall assessment of the safety issues outside a school to investigate and define the problem rather than consideration of the speed limit in isolation. For example the problems may be associated with inconsiderate parking or difficulties in crossing a road that will not be solved through a change in speed limit on its own. Therefore the county council have published a separate policy "Road Safety Outside Schools" that describes how concerns over road safety outside schools will be investigated.

School leadership and parents also have a vital role to play in ensuring the safety of children on the journey to school. Therefore an assessment of the road safety education provided within the school and the school's travel plan will always be undertaken alongside an assessment of the road safety situation outside the school gate.

Department for Transport regulations now allow the use of advisory "20 when lights show" with amber flashing lights on the approach to schools. However the influence of these signs on vehicle speeds is likely to be minimal and is not enforceable as it is an advisory sign, not a compulsory change in the speed limit. Regulations do not permit amber flashing lights to be used on the approach to signal controlled crossings or zebra crossings.





### **3. Procedure to decide whether to change a speed limit**

#### **STEP 1: Request to change a speed limit is received**

Any requests to change speed limits should be submitted to Surrey Highways via [www.surreycc.gov.uk](http://www.surreycc.gov.uk) or by calling 0300 200 1003. The Area Highways Team will then consider the request and if necessary will consult with the local member and local committee to decide whether to proceed with a full speed limit assessment. Reference will be made to the position of the road on the county council's Strategic Priority Network. If necessary the local committee may need to allocate funding for the speed limit assessment to be completed (to pay for speed surveys for example).

The Area Highway Team will determine the extent of the road to be assessed. The length of road over which a speed limit change is being considered should be at least 600m. This should ensure against too many speed limit changes that could be confusing to the motorist within a short space of road. However in some cases a slightly shorter length may be suitable where existing highway or roadside features provide a natural threshold which may complement a change in speed limit.

#### **STEP 2: Measure existing speeds and analyse road casualty data**

The Area Highways Team will commission one week automatic surveys of vehicle speeds (in both directions) in order to gather comprehensive data on existing mean vehicle speeds on the road. Several different speed survey locations may be required for longer stretches of road. If automatic surveys of vehicle speeds are not possible then a sample of speeds will be undertaken using a hand held speed measuring device at different times of the day to ensure the sample is representative.

Research has shown that reduced vehicle speeds reduce the risk of collision and also reduce the consequences and severity of any injuries, irrespective of the primary cause. Therefore the Road Safety Team will assess the number and pattern of road casualties along any route where a new speed limit is proposed, with particular attention given to vulnerable road casualties such as pedestrians, cyclists, children and older people. This analysis will help inform the need for any speed management measures to reduce the risk of collisions and to reduce the severity of road casualties, especially vulnerable road users.

#### **STEP 3: Compare the existing speeds with the suggested new speed limit**

National policy issued by the Department for Transport (Circular 01/2013) provides formulas derived from real examples of speed limit changes to predict the likely impact on traffic speeds of a change in speed limit. Table 2 shows the predicted reductions in mean vehicle speeds following a change to a new lower speed limit using the Department for Transport formulas.

For each speed limit change scenario within Table 2, a threshold is shown by a vertical line. If the measured existing mean speeds are below the threshold then the council will allow a change to a signed-only lower speed limit without supporting measures. If this is the case then proceed to STEP 5.

If the measured existing mean vehicle speeds are above the threshold, then the county council will not allow a lower speed limit without consideration of supporting engineering measures. In this case proceed to STEP 4.

It is anticipated that Table 2 presents data for the vast majority of speed limit change scenarios. However if there happens to be a scenario not covered by the table, then the Area Highways Manager will choose the example in the table that in their opinion provides the closest match to the case in question.

If more than one speed survey has been completed on a longer stretch of road, then it is possible that supporting engineering measures may be required on one part of the road, but not the other. Another option may be to introduce the proposed new lower speed limit on only one part of the road. Caution should be taken in cases where the proposed lower limit is above the existing measured mean speeds as this could have the effect of increasing mean speeds if drivers treat the new speed limit as a target.

Nearly all requests received in relation to speed limits are for a reduction in a speed limit. However though it is likely to be rare, it is also possible to consider a request for an increase in a speed limit. In these cases it should be assumed that this would have the effect which is the exact reverse of the effect of the equivalent speed limit reduction described within Table 2. Extreme care should be taken in any decision to increase a speed limit as this could result in increased speeds and increased risk and severity of collisions.

#### **STEP 4: Conduct feasibility of supporting engineering measures**

Where it is found that the existing measured mean vehicle speeds are too great for a signed-only change to a lower speed limit to be successful, then consideration of supporting engineering measures will be required.

The Area Highways Team will commission feasibility work on what measures may be possible. These may include traffic calming such as narrowing the road, chicanes, priority give-way arrangements, central islands, gateways, or vertical traffic calming. Speed reducing features could also form part of improved facilities for vulnerable road users such as pedestrians, cyclists, children and older people. However some forms of traffic calming will not be appropriate on major routes with large traffic flows and heavy vehicles, and it may be the case that speed reducing features and a reduction in speed limit is not always viable or desirable for some strategically important roads. For example vertical traffic calming cannot be used on roads that are 40 mph or greater. Accordingly the feasibility work and decision to change a speed limit will need to take into account the position of the road within the county's Strategic Priority Network.

#### **STEP 5: Consult with Surrey Police Road Safety and Traffic Management Team**

As Surrey police are responsible for the enforcement of speed limits it is essential that they are consulted on any proposals to change a speed limit and consideration of supporting engineering measures. Surrey police have a specialist Road Safety and Traffic Management Team who will be presented with the proposals for the new lower speed limit and any supporting engineering measures along with evidence of existing and predicted mean speeds and road casualty analysis.

The views of the police Road Safety and Traffic Management Team will be recorded in writing and included within the subsequent report to the local committee.

## **STEP 6: Local committee decision and allocation of funding**

A report describing the outcome of the speed limit assessment and recommendations will be submitted to the local committee for consideration and decision at one of their public meetings. The report will include:

- a description of the position of the road within Surrey's Strategic Priority Network
- a summary of existing speed survey results
- a summary of the history and pattern of road collisions resulting in injury reported to the police, highlighting especially any vulnerable road users such as pedestrians, cyclists, children and older people
- the predicted speeds following a change in speed limit
- recommendations for a new speed limit and supporting engineering measures if required
- estimated costs of the scheme
- the views of Surrey Police Road Safety and Traffic Management Team

The local committee will then decide whether to proceed with the change in speed limit or not, along with supporting engineering measures (where also recommended). If the committee decide to proceed, then the committee will need to allocate money from their budget to fund the scheme. Alternatively the committee may decide not to proceed because the scheme is not warranted, or because they may have other priorities for investment of their budget at that time.

If the local committee disagree with the recommendations presented to them by the Area Highways Manager and wish to proceed with an alternative option, then the issue must be submitted for decision by the Cabinet Member for Transport, Highways and Environment.

## **STEP 7: Advertisement of legal speed limit order and implementation**

If the local committee decide to proceed with a speed limit change, then in accordance with the Road Traffic Regulation Act 1984, a legal speed limit order will be advertised so that people have the opportunity to comment on the proposals if they wish to. Any objections will be considered in line with the County Council's constitution. Following advertisement, and after any objections are resolved or over-ruled, then the scheme will be implemented by the county council's highway contractors. Alternatively if the objections are upheld, then the scheme will not proceed.

## **STEP 8: Monitoring of success of scheme**

After at least three months following implementation of the scheme, a one week automatic speed survey will be commissioned by the Area Highways Team. The "after" surveys will be undertaken using the same method as the "before" surveys to allow for a direct comparison to check whether the scheme has been successful in reducing vehicle speeds towards compliance with the new lower speed limit. The county council's Road Safety Team will compile data on before and after speed monitoring following speed limit changes so as to inform the need for any updates to this policy.

If the scheme has not been successful in reducing speeds to a level below the threshold contained within Table 2, then the Area Highway Manager will submit a further report to the local committee for consideration and decision at one of their public meetings. The

report will include a summary of the before and after speed surveys and consideration of any further engineering measures that may be possible to encourage greater compliance with the new speed limit. An alternative could be to remove the new lower speed limit and return to the original or different, higher speed limit.

The views of the police Road Safety and Traffic Management team will be sought, recorded in writing and included within the report to the local committee. This will include an explanation of whether any additional police enforcement would be possible to encourage compliance with the new lower speed limit.

If the local committee disagree with the recommendations presented to them by the Area Highways Manager and wish to proceed with an alternative option, then the issue must be submitted for decision by the Cabinet Member for Transport, Highways and Environment.



### Tables to Show Predicted Change in Mean Speeds Following a Change in Speed Limit

The following definitions are used in the tables below and are the same as those used nationally by the Department for Transport in relation to setting speed limits. The formulas used to generate the values within the tables are taken from Annex A of "Setting Local Speed Limits", Department for Transport Circular 01/2013.

Urban – roads with a system of street lighting (three or more lamps throwing light on the carriageway and placed not more than 183 metres apart).

Rural – roads without a system of street lighting described above.

Rural Village – roads without a system of street lighting described above but with 20 or more houses (on one or both sides of the road); and a minimum length of 600 metres; and an average density of at least 3 houses per 100 metres, for each 100 metres.

**Table 1 – Predicted change in mean speeds following a reduction to a 20 mph speed limit (with traffic calming)**

Measured mean speed before	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Predicted mean speed after	14.9	15.1	15.3	15.5	15.8	16.0	16.2	16.5	16.7	16.9	17.1	17.4	17.6	17.8	18.1	18.3	18.5	18.7	19.0	19.2	19.4

**Table 2 – Predicted change in mean speeds following a signed-only reduction in speed limit**

Change from urban and rural 30 mph speed limit to 20 mph speed limit (without traffic calming)																					
Measured mean speed before	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Predicted mean speed after	19.9	20.6	21.4	22.2	23.0	23.7	24.5	25.3	26.1	26.8	27.6	28.4	29.2	29.9	30.7	31.5	32.2	33.0	33.8	34.6	35.3
	New lower speed limit allowed					New lower speed limit only allowed with supporting highway measures															
Change from urban 40 mph speed limit to 30 mph speed limit																					
Measured mean speed before	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Predicted mean speed after	30.5	30.7	30.9	31.2	31.4	31.7	31.9	32.2	32.4	32.7	32.9	33.2	33.4	33.7	33.9	34.1	34.4	34.6	34.9	35.1	35.4
	New lower speed limit allowed					New lower speed limit only allowed with supporting highway measures															
Change from rural village 40 mph speed limit to 30mph speed limit																					
Measured mean speed before	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Predicted mean speed after	29.3	30.1	30.9	31.6	32.4	33.2	33.9	34.7	35.4	36.2	37.0	37.7	38.5	39.3	40.0	40.8	41.6	42.3	43.1	43.8	44.6
	New lower speed limit allowed					New lower speed limit only allowed with supporting highway measures															
Change from rural village 50 mph or 60 mph speed limit to 30 mph speed limit																					
Measured mean speed before	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Predicted mean speed after	29.2	29.9	30.7	31.4	32.1	32.8	33.5	34.2	35.0	35.7	36.4	37.1	37.8	38.6	39.3	40.0	40.7	41.4	42.2	42.9	43.6
	New lower speed limit allowed					New lower speed limit only allowed with supporting highway measures															

Table 2 Continued

**Change from rural village 50 mph or 60 mph speed limit to 40 mph speed limit**

Measured mean speed before	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
Predicted mean speed after	37.5	38.1	38.8	39.4	40.1	40.8	41.4	42.1	42.8	43.4	44.1	44.8	45.4	46.1	46.7	47.4	48.1	48.7	49.4	50.1	50.7
	New lower speed limit allowed							New lower speed limit only allowed with supporting highway measures													

**Change from rural single carriageway 50 mph speed limit to 40 mph speed limit**

Measured mean speed before	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
Predicted mean speed after	37.5	38.1	38.8	39.4	40.1	40.8	41.4	42.1	42.8	43.4	44.1	44.8	45.4	46.1	46.7	47.4	48.1	48.7	49.4	50.1	50.7
	New lower speed limit allowed							New lower speed limit only allowed with supporting highway measures													

**Change from rural single carriageway 60 mph speed limit to 40 mph speed limit**

Measured mean speed before	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
Predicted mean speed after	38.7	39.4	40.1	40.9	41.6	42.3	43.0	43.7	44.5	45.2	45.9	46.6	47.4	48.1	48.8	49.5	50.2	51.0	51.7	52.4	53.1
	New lower speed limit allowed							New lower speed limit only allowed with supporting highway measures													

**Change from rural single carriageway 60 mph speed limit to 50 mph speed limit**

Measured mean speed before	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70
Predicted mean speed after	47.6	48.3	49.1	49.9	50.6	51.4	52.2	53.0	53.7	54.5	55.3	56.0	56.8	57.6	58.4	59.1	59.9	60.7	61.5	62.2	63.0
	New lower speed limit allowed							New lower speed limit only allowed with supporting highway measures													

**Changes on rural dual carriageways from 70 mph, 60 mph, or 50 mph to a lower limit**

Measured mean speed before	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
Predicted mean speed after	42.8	43.3	43.8	44.4	44.9	45.4	45.9	46.5	47.0	47.5	48.0	48.6	49.1	49.6	50.1	50.7	51.2	51.7	52.2	52.8	53.3
	New lower 40 mph speed limit allowed							New lower 50 mph speed limit allowed													

Measured mean speed before	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
Predicted mean speed after	53.3	53.8	54.4	54.9	55.4	55.9	56.5	57.0	57.5	58.0	58.6	59.1	59.6	60.1	60.7	61.2	61.7	62.2	62.8	63.3	63.8
	New lower 60 mph speed limit allowed																				



# Road Safety Outside Schools

## Surrey County Council's Policy



## **1. Introduction**

One of the most frequently expressed road safety concerns is that of the safety of children outside schools. At school drop off and pick up times the roads in the immediate vicinity of schools are especially busy and there is usually a high level of vehicle, pedestrian, and cyclist activity. This causes slower vehicle speeds and congestion and very often leads to frustration from residents and motorists at the apparent chaos caused by parents and children arriving or leaving the school.

The purpose of this policy is to set out the process that will be used by Surrey County Council for investigating and responding to concerns about road safety outside schools. The aim is to reduce the risk of collisions, and to make the road feel safer in order to improve the attractiveness of walking and cycling to and from schools.

The county council would like to encourage safe walking and cycling to school, as this is better for the health of children, and reduces congestion and pollution. The perceived danger to children on busy roads on the school journey, especially in the vicinity of a school, can prove to be a barrier to more walking and cycling. This then results in more car journeys and more congestion.

## **2. Main Principles, Roles and Responsibilities**

### **Local committees allocate funding for highway improvements**

Within Surrey decisions over most local highway matters are made by local committees of elected councillors in each District or Borough. Each local committee is provided with an annual budget for highway improvements, and it is for the committee to decide where best to spend their money. Therefore any proposals for highway improvements outside a school will require money from the local committee, and the committee will have to weigh this up alongside other requests for highway improvements at other sites.

### **The county council's road safety and highways colleagues will assess the site and develop possible solutions**

The county council's Community Engagement Team will lead the process to investigate concerns over road safety outside a school, and the county council's local highways engineers, road safety engineering specialists and police road safety colleagues will also be invited to assist. This will result in a report containing options, where possible, to tackle the concerns that were raised. The local committee will then decide whether to allocate money from their budget on any improvements depending upon the extent of the problem, the estimated costs and the funds available.



## **Schools and parents have a responsibility to provide road safety education and training**

Road safety education and training for children is just as important as improving the safety for road users outside schools. Schools and parents have a vital role to play in child pedestrian and cycle training, and encouraging responsible attitudes to using motor vehicles as children grow older. An assessment of the road safety education provided within a school will always be undertaken alongside an assessment of the road safety situation outside the school gate. The county council provide a range of resources for delivering road safety education and training to children and this can be found via [www.drivesmartsurrey.org.uk](http://www.drivesmartsurrey.org.uk).

## **Different problems require different solutions**

The type of roads and problems will not be the same outside every school. There may be a mix of different problems such as inconsiderate parking, inappropriate vehicle speeds or difficulties in trying to cross the road. Therefore highway improvements provided outside one school will not necessarily be effective or useful outside another school. It will be important therefore to assess and understand the unique problems outside each individual school before any improvements can be developed and agreed.

## **School Crossing Patrols**

A School Crossing Patrol is one possible road safety measure that could be considered when investigating safety issues outside schools. The School Crossing Patrol service is overseen by the county council's Community Engagement Team who ensure that School Crossing Patrols are recruited, trained and appropriately supervised, that adequate records are kept, and that potential sites are risk assessed to ensure that they are appropriate and safe. The operation of the School Crossing Patrol service will be based on the Road Safety GB School Crossing Patrol Guidelines (2010).

The Education and Inspection Act 2006 (section 508A) puts a duty on schools to promote sustainable travel to school and School Crossing Patrols are one option that can contribute to this duty. Whilst the county council's Community Engagement Team oversees the service, day to day management and the first line of management lie with the school.

Any school that has, or receives approval for a School Crossing Patrol will be expected to undertake further road safety education with their pupils and commit to reviewing their school travel plan with help and resources provided by the Community Engagement Team.

The county council will undertake a review of road safety outside a school whenever a school crossing patrol employee leaves their employment. This will



provide an opportunity to assess what solution would be the most effective to improve road safety before taking a decision on whether to recruit a replacement.

National guidance advises that school crossing patrols should not operate where there is a light controlled crossing already in situ as this is a duplication of resources and could cause confusion. Therefore any request for a new school crossing patrol at a site that has a light controlled, or zebra crossing, will not be approved. Existing sites where there is this is the case will be reviewed. If there is a request for a new school crossing patrol where there is a pedestrian refuge, this will be subject to risk assessment.

If a new light controlled or zebra pedestrian crossing is installed (or installed nearby to) where a school crossing patrol is currently operating, then the service will be reviewed and may be relocated or withdrawn after a provisional period of 3 months.

If the outcome of an assessment of road safety outside a school concludes that a School Crossing Patrol is the most appropriate measure at a site, the site will be prioritised as being high, medium or low risk. It is the intention of the Council to fund all approved School Crossing Patrol sites at maintained schools, although this is only possible where there is sufficient funding. If there is a shortfall in available funding, priority will be given to high risk sites, over medium and, in turn, low.

For Independent, Academy and Free schools a charge of £3,000 per annum will be made to cover the cost of salary, uniform and training.

If a school leadership disagree with a decision by county council officers in relation to a School Crossing Patrol, then a meeting will be held with the school staff and governing body to explain the reasoning behind the decision. The school staff and governing body can then appeal to the Cabinet Member for Transport, Highways and Environment if they wish.

### **3. Procedure to Assess Road Safety Outside a School**

#### **STEP 1: Request received**

Any request for road safety improvements outside a school will be referred to the council's Community Engagement Team. If necessary the Community Engagement Team will contact the person who made the request to clarify and understand their concerns.

#### **STEP 2: Consultation with local county councillor and highways colleagues**

The Community Engagement Team will inform the local county councillor and local highways colleagues of the concerns who will in turn will be able to highlight any issues that have been raised before, and any work that has been completed previously. Consequently the local county councillor will confirm the need to proceed or not with the assessment described in the steps below. If the concerns



are submitted to the local committee (for example by petition), then the local committee will confirm whether or not to proceed with the assessment described in the steps below.

### **STEP3: School Travel Plan and road safety education assessment**

A meeting will be set up with the school to discuss the concerns and to complete an audit of the road safety education provided within the school. The Community Engagement Team will advise the school if there are any gaps in provision and whether the school's travel plan needs to be updated.

### **STEP 4: Conduct site meeting and produce risk assessment**

The Community Engagement Team will arrange a site meeting with key colleagues including the council's local highways engineers, road safety engineering team and Surrey Police Road Safety and Traffic Management Team. A risk assessment will be carried out for the area immediately outside the school. Other nearby points of concern on the journey to school may be assessed too if necessary. The assessment will include analysis of collisions, speeds, and may include the views of the school and comments from road users. The existing road conditions, signing and highway infrastructure will also be checked and noted.

### **STEP 5: Assess and report upon options**

The Community Engagement Team will present a report to the school and local county councillor containing the results of the road safety education assessment and a description of any potential highway improvements along with estimated costs. The Surrey Police Road Safety and Traffic Management team will also be consulted. It will be then for the local committee to decide whether to allocate funding to implement any improvements depending upon the extent of the problem, the estimated costs and the funds available. In some cases improvements may be possible through improved maintenance of the existing infrastructure, rather than through the implementation of new infrastructure. Sometimes there may be money available from developers as a result of the planning process.

### **STEP 6: Scheme implementation (if the decision is taken to proceed)**

If funding is provided by the local committee, then the scheme will be submitted for design and then construction by the county council's highway contractors. A standard road safety audit of the design will also be completed as an integral part of the design process for schemes that involve changes to the highway.

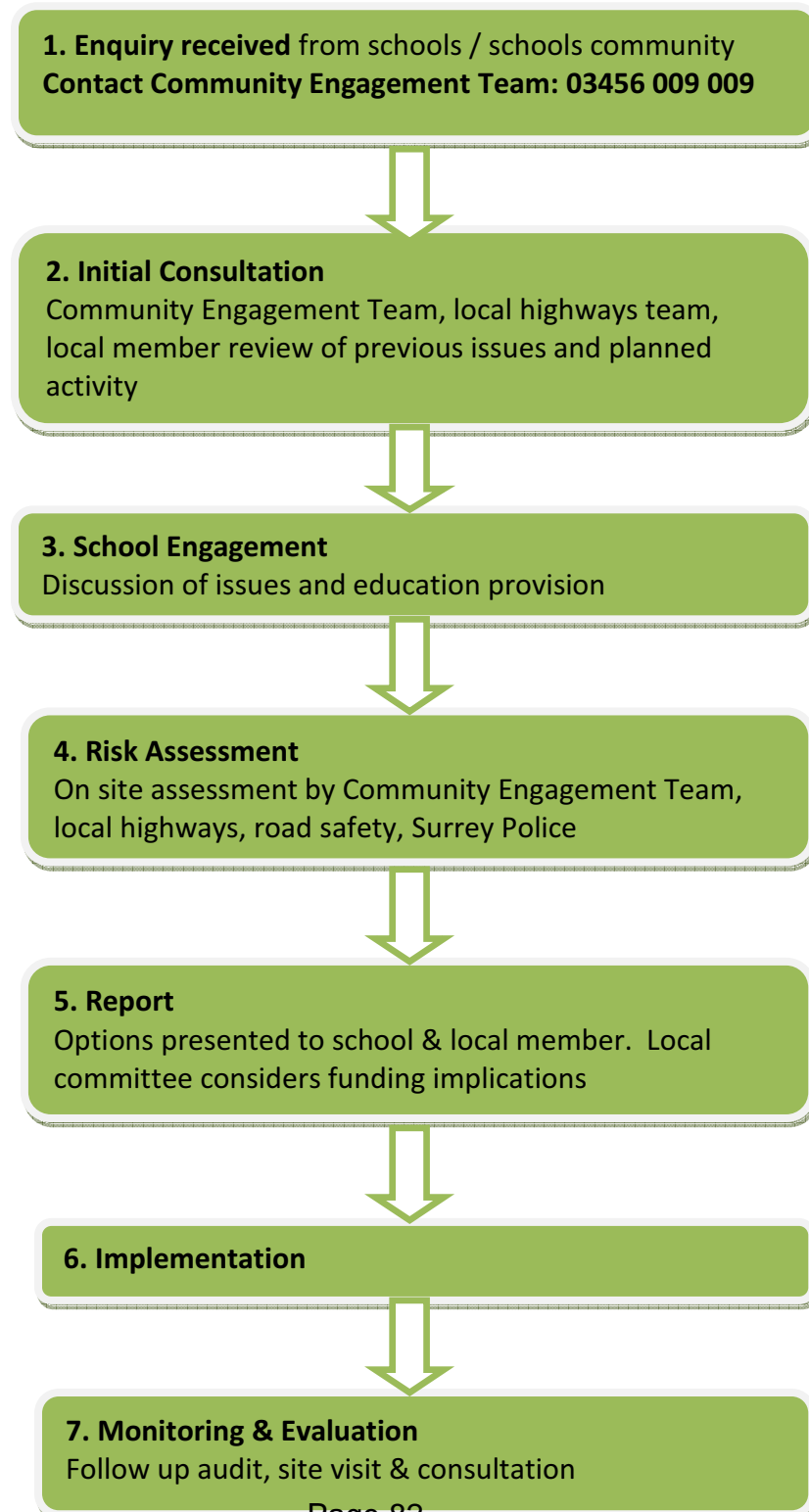
### **STEP 7: Evaluation and monitoring**

Following implementation, the Community Engagement Team will visit the site and will consult with the school and local councillor to check upon the effectiveness of the improvements. A stage three road safety audit involving a

site visit by road safety engineers and police will also be undertaken following implementation.

The diagram below sets out this process.

**Flowchart showing the Procedure to Assess Road Safety Outside a School**





#### **4. How to Get in Touch about Road Safety Outside a School**

If you have concerns about road safety outside a school, please get in touch with Surrey County Council's Community Engagement Team via the county council's contact centre 03456 009 009.

Alternatively you may wish to lobby your local committee to explain your concerns and to ask them to fund road safety improvements outside a school. Information on how to lobby your local committee can be found via [www.surreycc.gov.uk](http://www.surreycc.gov.uk) or by calling 03456 009 009.

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## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (ELMBRIDGE)



DATE: 24 February 2014

LEAD OFFICER: Mark Borland, Group Manager (Surrey Highways)

SUBJECT: Operation Horizon 5 Year Carriageway Maintenance Plan

DIVISION: ALL

**SUMMARY OF ISSUE:**

This report records the progress made in the first year of the 5-year carriageway investment maintenance programme, any changes to the year one programme and the success of the countywide Operation Horizon project to date. Progress of the supporting surface treatment programme of roads in Elmbridge that have been carried out this financial year is also reported.

It sets out the proposed Operation Horizon roads within Elmbridge for the year two programme (financial year 2014/15), along with the remaining approved roads to be completed in years three to five (2015 – 2018).

**RECOMMENDATIONS:**

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

- (i) The success of the countywide 5-year programme in year one
- (ii) The progress of Operation Horizon roads, Surface Treatment roads, and changes in year one in Elmbridge in **Annex 1**.
- (iii) The proposed programme of Operation Horizon roads for Elmbridge for year two (2014/15) and the remaining approved roads to be undertaken in years three to five (2015-2018) listed in **Annex 1**.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 In tandem with majority of local highway authorities, Surrey's roads are now deteriorating at a faster rate than ever before.
- 1.2 In 2012 the AA published results of a year-long study and expressed serious concern about the state of Britain's roads following a succession of heavy rain, flooding, snow and ice. It concluded that nearly one fifth of the UK network require urgent attention over the next five years, with an estimated cost of up to £10bn to deliver the necessary maintenance.
- 1.3 Radical and urgent action is therefore required to meet residents' expectations for road condition. Consequently over the past 18 months Surrey Highways has been working with its contractors, UK research laboratories and senior

stakeholders to develop a new innovative approach to highway road maintenance.

- 1.4 The outcome of this exercise was Operation Horizon, a new targeted 5-year countywide investment programme for carriageway maintenance that will significantly increase both the scale and scope of highway repair.
- 1.5 In February 2013, Cabinet approved the £100m Maintenance programme. The Horizon project will deliver 16%-20% saving on existing contract rates, enabling £16m- £20m to be re-invested in Surrey's roads. This will enable a total investment programme of nearly **£120m** to replace the worst 500km (10%) of Surrey roads. The start of the 5-year Horizon project (year one) commenced in April 2013.
- 1.6 For Elmbridge in particular, the new programme will result in £9m being invested in the local road network and will enable 45km of road (11% of local network) to be reconstructed.
- 1.7 On 24 June 2013 the Local Committee (Elmbridge) formally approved the roads in Elmbridge to be resurfaced or reconstructed over the 5-year investment period.
- 1.8 The approved roads in Elmbridge are listed **Annex 1**. This details the progress and successes of the Horizon programme to date, any changes to the proposed year one with reasons, the programme for year two roads commencing April 2014, and the remaining roads to be treated in years three to five (2015 - 2018). It also updates progress of the roads in Elmbridge programmed for surface treatment in year one that extend the life of the carriageway which supplement the Horizon maintenance programme.

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

- 2.1 The investment programme will be fully funded by Surrey Highways Medium Term Plan and no financial contribution is required from the local committee budget.
- 2.2 It is, however, recognised that the fixed five year investment programme will reduce local committee flexibility to promote future maintenance schemes as petitioned by residents.
- 2.3 The scale and scope of investment programme is only sustainable if programme changes are limited, thus Surrey Highways will not be able, over the project period, to delivery new schemes not previously identified in **Annex 1**.
- 2.4 Consequently there could be increased pressure on local committee allocation to respond to residents' petitions to re-surface roads not already identified in **Annex 1**.

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

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

#### **4. LOCALISM:**

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

#### **5. CONCLUSION :**

- 5.1 The Committee is asked to note the contents of this report.

#### **6. WHAT HAPPENS NEXT:**

- 6.1 Officers will continue to progress delivery of approved roads under the Operation Horizon investment maintenance programme.
- 6.2 Officers will provide an annual report confirming progress in delivering year two schemes programmed to be undertaken in 2014/15.

#### **Contact Officer:**

Mark Borland, Group Manager (Surrey Highways)  
Keith Scott, Planned Maintenance Manager (Surrey Highways)

#### **Consulted:**

#### **Annexes:**

Annex One\_ Operation Horizon Investment Programme \_ Elmbridge

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

- Environment & Transport Select Committee Reports\_ November 2013
- Cabinet Report\_ February 2013

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# 2013 - 2018

## SURREY ROAD MAINTENANCE OPERATION HORIZON



**INVESTING IN YOUR COMMUNITY**

**AREA: Elmbridge**

Surrey County Council

**UPDATE 11/02/2014**

## ITEM 11 INTRODUCTION

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

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

## INVESTING IN THE FUTURE

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

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

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

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

## ELMBRIDGE – ROAD INVESTMENT PROGRAMME

Elmbridge has **402 km** of road, many of which are residential streets that feed into the major arterial network, with direct links to the A3 and the M25.

Over the next five years Operation Horizon will invest a minimum of **£9m** in Elmbridge's road network. The investment will enable over **45km (11%)** of Elmbridge's road network to be replaced, significantly improving ride quality and community pride.

**The provisional programme for roads to be repaired in Elmbridge under 'Operation Horizon' is detailed by town/village, from Page Five.**

## YEAR ONE UPDATE



ITEM 11

Surrey County Council have to date reconstructed over 115km (70 miles) of its network under the County Horizon programme, which is the equivalent of the distance from Guildford to the Channel Tunnel at Folkestone.

By the end of November 2013, we reached our target of completing 100km (62 miles) of the network.

Surrey Engineers have led an integrated team consisting of contractors and specialists to investigate, design and construct each road identified under the Horizon programme, such that it is suitable for future use. As a result, over 150 of the worst roads across Surrey have now been reconstructed with a ten year guarantee. Issues that have affected the integrity of the carriageway, such as underlying drainage problems, and insufficient road foundation to cater for modern traffic loading, have been identified and addressed during the design process. These type of issues are a major factor of the formation of potholes and defects. From a recent inspection of the completed Horizon roads following the severe weather of December and January, many of which have been under water, were found to be defect and pothole free, thus proving the success of the Horizon approach.

Savings in excess of £2 million have already been achieved through contract savings and value engineering, which is being reinvested into the reconstruction of more roads.

Over 20km of the Elmbridge network has received surface treatment, which is equivalent to the distance from the Elmbridge Civic Centre to Windsor Castle.

The supporting surface treatment programme is designed to extend the life of the existing carriageway of roads not identified under Horizon, and you will find a programme update for these in the Appendix.

## **HOW WERE THE ROADS SELECTED?**

In 2012 a full engineering survey was completed for the majority of Elmbridge's road network. All surveyed roads were then prioritised and scored using condition data to determine the worst 40km of roads in Elmbridge

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

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

## **WHAT WILL THE WORK INVOLVE?**

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

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

## ITEM 11

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

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

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

Operation Horizon will replace the worst 10% of roads in Elmbridge and will make lasting improvement to the road network. However, we recognise the investment programme is not able to replace every road in the area to the desired standard. If you therefore believe urgent work is required on your road and it is not on the proposed programme, you have two available options:

#### **Option One: Safety Defects**

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

#### **Option Two: Condition Repair**

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

### **MANAGING CHANGE OVER PROGRAMME TERM**

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

However, it is clearly recognised that over a five year period, the network is subject to change with impact of weather, utility works and further events forcing changing maintenance priorities. The programme for Operation Horizon will therefore be formally reviewed on an

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annual basis, to ensure it meets the latest needs of the Elmbridge network. This may involve bringing schemes forward in the programme or replacing schemes. Any such amendments will be evaluated scientifically, with updated programme published each April via the Elmbridge Local Committee and County Council website.

## FURTHER INFORMATION

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

[www.surreycc.gov.uk/roads-and-transport/highways-information-online/improving-surreys-roads](http://www.surreycc.gov.uk/roads-and-transport/highways-information-online/improving-surreys-roads)

## Project Horizon

### Year One (2013/14)

Location	Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Cobham	Stoke Rd	A245	Tilt Rd	Cobham Mill	338	Completed
Cobham	Painshill R/A	A245	R/A over A3	All Approaches	410	Deferred to April due to HRA material design

### Year Two (2014/15)

Location	Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Cobham	Portsmouth Rd	A245	Painshill R/A	Between Street	650	
Cobham	Between Street	A245	Portsmouth Rd	High St	550	
Cobham	Painshill R/A	A245	R/A over A3	All Approaches	410	Deferred from Yr 1

# 1. Cobham (continued)

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## Years Three to Five (2015/2018)

Location	Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Cobham	Bookham Rd	D6877	Chasemoor Farm	Hundred Pound Br.	1020	
Cobham	Downside Bridge Rd	C42	Between Streets	Church Street	372	
Cobham	Fairacres	D6851	Fairmile Lane	End of cul de sac	364	
Cobham	Four Acres	D6858	Miles Lane	End of cul de sac	83	
Cobham	Gavell Rd	D6887	Portsmouth Rd	Wyndham Av.	182	
Cobham	Wyndham Ave	D6888	Entire Length		381	
Cobham	Vincent Road	D6868	Entire Length		200	

## ITEM 11 2. East Molesey & Esher

### Year One (2013/14)

#### Project Horizon

Town	Road Name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Esher	Lammas Lane	A244	Pelhams Walk	Esher Green	400	Completed
Esher	Littleworth Rd	D6835	Kingston Rd	Littleworth Rd	945	Deferred to Yr 2 due to drainage works
Esher	Millbourne Lane	C158	Raleigh Drive	Orchard Way	400	Deferred to Yr 2 due to utility works
Esher	West End Lane	D6890	Lammas Lane	Neville Close	650	Completed
East Molesey	Bridge Rd	B3379	Arnison Rd	Walton Rd	287	Completed
East Molesey	Hurst Lane	D6936	Dennis Rd	Vine Rd	260	Completed
East Molesey	Seymour Rd	D6916	Beauchamp Rd	Private section	259	Completed

### Year Two (2014/15)

Town	Road Name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Esher	Copsem Lane	A244	A3 R/A	Esher Common	561	
Esher	Littleworth Rd	D6835	Kingston Rd	Littleworth Rd	945	Deferred from Yr 1
Esher	Millbourne Lane	C158	Raleigh Drive	Orchard Way	400	Deferred from Yr 1
Esher	Portsmouth Rd	A307	Scilly Isles R/A		310	
East Molesey	Grove Rd	D6933	Arnison Rd	To End	110	To be substituted as works done previously
East Molesey	Church Rd	D6935	Hurst Rd	Arnison Rd	300	

## 2. East Molesey & Esher (Cont)

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### Years Two (2014/15) continued

Town	Road Name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
East Molesey	Manor Road	D6934	Walton Rd	To End	220	
East Molesey	Kent Road	D3696	Walton Rd	Vine Rd	220	

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### Years Three to Five (2015/2018)

Town	Road Name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Esher	Elm Tree Avenue	D6908	Ember Lane	Hampton Court Way	172	
Esher	Meadow Close	D6817	Entire Length		135	
Esher	Parkwood Avenue	D6904	Woodbrook	Cranbrook Rd	297	
Esher	The Woodlands	D6903	Cranbrook Dr	Grove Way	480	
East Molesey	Orchard Lane	D6912	Esher Lane	To End	277	
East Molesey	Palace Road	D6935	Church Rd	Bridge Rd	778	
East Molesey	Wolsey Road	D6933	Entire Length		600	

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# ITEM 11 3. Hersham

## Year One (2013/14)

### Project Horizon

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Hersham Road	D3848	Albany Road	Molesey Rd	287	Completed
Burwood Road	C152	Vaux Crescent	Queens Road R/A	849	Completed
Cowley Crescent	D3852	Entire Length		234	Deferred
Painshill R/A	A245	R/A over A3	All Approaches	410	Deferred to April due to HRA material design

## Year Two (2014/15)

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	
Primrose Road	D3850	Entire Length		189	
Green Lane	D3895	Burwood Road	Queens Road	486	
Seven Hills Road	B378	Seven Hills RB (all approaches)	Chestnut Ave	300	May bring forward to end of Yr 1 if possible

## Year Three – Five (2015/18)

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Arch Road	D3916	Entire Length		185	
Marlborough Close	D3915	Entire Length		110	
Burhill Road	D3904	Burwood Road	Turners Lane	1555	May move to Yr 2 if programme allows
Charlton Avenue	D3894	Queens Rd	Woodside Av	233	
Devon Road	D3848	Hersham Road	To End	85	
Queensway North	D3849	Thistlecroft Rd	To End	340	
Byfleet Rd	A245	Seven Hill Rd (in junction)	Painshill R/A	700	



## 4. Hinchley Wood, Claygate & Oxshott ITEM 11

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### Year One (2013/14)

#### Project Horizon

Town	Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Claygate	The Avenue	D6829	Hare Lane	Oaken Lane	300	Programmed for Yr 1
Claygate	Aston Road (inc Norfolk Rd)	D6829	Hare Lane	Cavendish Dr	200	Programmed for Yr 1
Claygate	Torrington Road/ Meadow Road	D6828	Meadow Rd	To End	120	Completed
Claygate	Common Road	D6838	St. Leonards Rd	Causeway	530	Completed
Claygate	Simmil Road	D6829	Aston Road	To End	170	Programmed for Yr 1

### Year Two (2014/15)

Town	Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Claygate	Foley Road	D6845	Hare Lane	Causeway	900	
Claygate	Coverts Road	D6847	Foley Road	Holroyd Road	570	
Claygate	Gordon Road	D6844	Albany Crescent	Claremont Rd	350	

### Year Three – Five (2015/18)

Town	Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Claygate	Elm Road	D6827	St Leonards Rd	To End	150	
Claygate	Rythe Road	D6831	Raleigh Drv	To End	250	
Oxshott	Fairoak Lane	B280	CC Boundary	Warren Lane	1500	May be deferred to Yr 3 due to utilities
Oxshott	Oakshade Road	D6862	High Street	Steels Lane	480	

# ITEM 11 5. The Dittons

## Year One (2013/14)

### Project Horizon

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Ditton Hill Rd	C162	Wentworth Close	Cumbræ Gardens	300	Deferred to Yr 2 with concrete programme
Kings Rd	D6804	Ditton Hill Rd	To End	372	Completed
Church Lane	D6957	Ashley Road	To End	132	Programmed
Longmead Rd	D6850	Weston Green Rd	To End	406	Completed

## Year Two (2014/15)

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Sharon Close	D6802	St Mary's Rd	To End	117	
Queens Drive	D6961	Entire Length		320	
High Street	C160	Basing Way	Summer Road	400	

## Year Three – Five (2015/18)

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Effingham Road	C161	Entire Length		414	
Church Road	D6804	Rectory Lane	Ditton Hill Rd	220	
St Mary's Road	D6802	Entire Length		765	
Woodfield Road	D6815	Entire Length		307	
Windmill Lane	D6800	Savery Drive	Fleece Road	400	
Lovelace Road	D6801	Beechwood Close	St Marys Road	220	

## 5. The Dittons (continued)

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### Years Three – Five (2015/18) continued

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Parkwood Avenue	D6904	The Drive	The Woodlands	305	
Aragon Avenue	D6955	Summer Road	End	200	
Rushett Road	D6813	Entire Length			

## Year One (2013/14)

### Project Horizon

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Annett Road	D3803	Terrace Rd	To End	251	Completed
Weir Rd	D3801	Sunbury Lane	To End	150	Deferred to Yr 2 concrete programme
Russell Road	D3802	Terrace Rd	To End	214	Programmed

## Year Two (2014/15)

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Harvey Road	D3806	Dale Road	Mayo Road	110	
Sandy Way	D3862	New Zealand Ave.	To End	330	
Manor Road	D3805	Terrace Rd	To End	685	

## Years Three to Five (2015/18)

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Cottimore Lane	D3814	Regency Gardens	Terrace Road	950	
Ambleside Ave	D3814	Cottimore Lane	Swansmere Close	150	
Stuart Ave	D3814	Cottimore Lane	End	250	
Terrace Rd	A3050	Annett Road	Cambridge Rd	400	
Rydens Road	D3830	Molesey Road	Holly Ave	400	

## 7. Walton South & Oatlands

### Year One (2013/14)

#### Project Horizon

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Rydens Avenue	D5350	Rydens Road	Sidney Rd	642	Completed
Station Avenue	C155	Copenhagen Way	Ashley Road	700	Programmed
Ashley Road	B365	Station Avenue	Oatlands Chase	200	Programmed

### Year Two (2014/15)

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Crutchfield Lane	D3823	Entire Length		220	
Oatlands Chase	D3865	Oatlands Drive	Ashley Road	960	
New Zealand Ave	A244	Walton Bridge	Ashley park Ave	700	

### Year Three – Five (2015/18)

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Beech Rd	D3870	St Marys Rd	To End	64	
Ronneby Close	D3865	Oatlands Chase	To End	203	
Hersham Rd	A244	Station Avenue	Stompond Lane	700	
Ashley Park Rd	D3858	Station Avenue	Ashley Rd	700	
Ashley Road	B365	Station Avenue	Stompond Lane	750	
Queens Road	A317	Ashley Road	Queens RB	700	

## 8. West Molesey

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### Project Horizon

#### Year One (2013/14)

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
First Avenue	D6930	Walton Road	Molesey Ave	272	Deferred to Yr 2 concrete programme
Molesey Avenue	D6927	First Avenue	Chalford Close	277	Deferred to Yr 2 concrete programme
Langton Rd	D6919	Entire Length		205	Completed

#### Year Two (2014/15)

### Project Horizon

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
First Avenue	D6930	Walton Road	Molesey Ave	272	Deferred from Yr 1
Molesey Avenue	D6927	First Avenue	Chalford Close	277	Deferred from Yr 1
Molesey Road	C153	Molesey Ave	Pool Rd	547	
Island Farm Rd	D6925	Central Ave	Ray Rd	734	
Pool Rd	D6925	Island Farm Rd	Monks Avenue	400	

#### Year Three – Five (2015/18)

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Boleyn Dr, The Crescent, Berkley Dr.	D6947	Entire Length		485	
Buckingham Ave (inc Gdns	D6952	Hurst Rd	To End	600	

## 9. Weybridge

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### Project Horizon

#### Year One (2013/14)

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Byfleet Road	A245	Seven Hills Rd	Brooklands	1900	
Queens Road	A317	Nth Common Rd	Haines Court	800	
Heath Road	B374	Old Heath Rd	Church Lane	875	
Brooklands Rd	B374	Wellington Way	Byfleet Rd	900	

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Portmore Park Rd	D3877	Thames Street	Radnor Rd	230	Completed
Jessamy Road	D3876	Thames St	To End	300	Programmed

#### Year Two (2014/15)

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Cavendish Road	D3908	St. Georges Hill	ST. Georges Ave.	466	
Old Heath Road	D3887	Heath Road	Caenwood Close	130	
Gower Rd / Eggerton Rd	D3905	St George Ave	Ellsmere Rd	1355	

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## 9. Weybridge (Cont)

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### Years Three to Five (2015/18)

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Campbell Rd	D3912	Longsdale Rd	To End	190	
Curzon Rd	D3885	Heath Road	Curzon Close	100	
Dorchester Rd	D3778	Mount Pleasant	Thames Street	235	
Glencoe Road	D3877	Entire Length		110	
Greenlands Rd	D3920	Grotto Rd	To End	428	
Meadows Leigh Cl	D3920	Grotto Rd	To End	119	
Mulberry Cl	D3919	Monument Rd	To End	141	
Radnor Rd	D3877	Portmore Park Rd	To End	154	
St Georges Av	B372	Eggerton Rd	Queens Rd	1020	May be able to move to Yr 2 if programme allows
The Crescent	D3879	Oakdale Rd	To End	105	
The Paddocks	D3865	Oatlands Chase	To End	410	

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## Appendix 1

### Year One Surface Treatment Update

#### Cobham

Location	Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Cobham	Ockham Lane	D6874	Plough Rd	Ockham Road	3700	Completed
Cobham	Woodlands Rd	A245	Borough Bndry	Woodlands Ct Farm	600	Completed

#### East Molesey

Town	Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Esher	Claremont Lane	A244	High St	A3 Roundabout	2000	Completed
Esher	Lower Green Rd	D6899	Station Road	More Lane	1100	Completed
Esher	Portsmouth Rd	A307	Elvedon Rd	West End Lane	2500	Completed
East Molesey	Hurst Road	A3050	Hurst Lane	Hampton Court Way	1100	Completed
East Molesey	Hurst Road	A3050	Walton Road	Weston Avenue	1500	Completed
East Molesey	Bedster Gardens	D6953	Saddlers Ride	Buckingham Ave	250	Completed

#### Hersham

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Burwood Road	C152	Vaux Crescent	Seven Hill Road RB	1500	Completed
Burlea Close	D3895	Green Lane	To End	150	Completed
Westcar Lane	C156	Entire Length		515	Completed

**Hinchley Wood, Claygate & Oxshott**

Town	Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Claygate	Stevens Lane	D6837	Red Lane	Common Lane	700	Completed
Claygate	Derwent Close	D6827	Paken Lane	To End	165	Completed
Claygate	Littleworth Road	D6835	Hare Lane	Oaken Lane	670	Completed
Hinchley Wood	Severn Drive	D6816	Claygate Lane	To End	305	Completed
Hinchley Wood	Hill Rise	D6816	Severn Drive	To End	160	Completed
Hinchley Wood	Hillcrest Gardens	D6820	Kingston Rd	To End	500	Deferred due to footway scheme
Hinchley Wood	Hinchley Drive	D6820	Hillcrest Gds	To End	230	Deferred due to footway scheme
Oxshott	Warren Lane	A244	Goldrings Rd	Steels Lane	430	

**Walton**

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)
Braycourt Avenue	D3819	Cottimore Lane	To End	220
Molesey Road	C153	Field common Lane	Industrial estate	230

## The Dittons

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Church Meadow	D6807	Ditton Hill Rd	To End	500	Completed
Wentworth Close	D6806	Ditton Hill Rd	To End	200	
Riversdale Road	D6956	Summer Road	To End	180	Completed
Fleece Road	D6813	Ewell Road	St Mary's Road	480	Completed
Portsmouth Rd	A307	Brunswick Close	Ditton Reach	1300	Deferred due to utilities

## Walton South & Oatlands

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Hersham Road	A244	Station Avenue	Hersham Road (D3848)	300	Alternative treatment to be decided

## West Molesey

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Hurst Road	A3050	Western Ave	Walton Road		Completed

## Weybridge

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Comments
Grotto Road	D3920	Thames street	To End	450	completed
Brooklands Rd	B374	Wellington Way	Byfleet Road	900	Alternative treatment to be decided
Waverley Road	D3886	Heath Rd	To End	180	



**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (ELMBRIDGE)****DATE: 24th February 2014****LEAD OFFICER: Keir Schiltz Elmbridge Team Manager****SUBJECT: Elmbridge Youth Support Service****DIVISION: All****SUMMARY OF ISSUE:**

This report provides an overview as to the work being carried out by Surrey Youth Support Service (YSS) in the Elmbridge area. In particular it clarifies the importance of the Service in meeting the needs of the most vulnerable young people in the borough, through both its casework and group work approaches.

It provides a team structure with their broad responsibilities, gives an insight into the impact of the work through two case studies and details some of the significant statistics relating to both the challenges faced by the team alongside some of the notable achievements.

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

- (i) The challenges and achievements of the Youth Support Service team in Elmbridge.
- (ii) The positive impact of the team on vulnerable young people through the provided case study examples and the description of their wider work.
- (iii) The locally identified needs relating to, mental health, drugs and alcohol, employability, transport/social isolation and lack of accessible mentoring programmes.

**REASONS FOR RECOMMENDATIONS:**

The recommendations are based on the detailed knowledge of the young people currently being worked with by the Youth Support Service. This knowledge is supported by the keeping of written assessments of need and allied action plans for each young person and where required their wider family. The recommendations are also supported by the partnership work fostered within the Elmbridge team and the additional information, resources and opportunity this work makes available to individual young people, their families and the local community.

Where appropriate local and county statistics are provided to highlight an issue or achievement and these have been provided by the commissioning team from within the Services for Young People Directorate.

The work of the Youth Support Service proactively seeks to reduce the barriers to young people achieving well being, be that emotional, physical, intellectual or economic and the recommendations detailed above reflect the barriers most commonly being presented by young people.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 The Youth Support Service promotes participation for all young people and seeks to ensure that all young people regardless of circumstance have the opportunity to access the services to which they are entitled, and have the support necessary to thrive. It works primarily through a casework approach where a single lead worker takes responsibility to assess and meet the needs of an individual young person. Because of the diverse referral routes to the team, (more detail of these are provided in the analysis section), this role itself requires each worker to have a highly developed range of professional skills that are supported by a robust supervision process. The casework approach places the young person at the centre of a wrap around provision that is either delivered directly or through negotiated and agreed partnership delivery.
- 1.2 The Youth Support Service recognises that not all the assessed need can be met through individual 1:1 casework and that group work approaches are also required to develop or strengthen particular skills and attributes. Such group work can consist of both peer and/or family networks. In Elmbridge there is a strong group work ethos that delivers opportunities to young people through an accredited Ready for Work programme (R4W). This programme provides the opportunity for young people to develop emotional, literacy and resilience skills alongside, establishing work routines and gaining experience in carpentry, horticulture, painting and decorating, Construction Skills Certificate Scheme (CSCS) card, nail art, bicycle maintenance and through a partnership with Young Enterprise, business skills. The range of the programme is supported by high quality partnerships with Surrey Police, Walton Charity, Neils Wheels bike shop, British Cycling and Elmbridge Borough Council. The R4W programme primarily operates from the Walton Youth Centre, with the core days being Monday, Wednesday and Friday 9.30am – 3.00 pm; additional sessions for nail art are on request, CSCS card on Thursday mornings at Molesey Youth Centre and specialist paired work on Tuesdays. The two case studies attached in Appendix A illustrate how casework and group work combined benefit young people.
- 1.3 The group work programme has recently expanded to include a specialist Young Parent group based at Molesey Youth Centre on Tuesdays, which is being established to support the very particular needs of this group. The emphasis of the group is less about a quick return to work and more around reducing social isolation, maintaining a capacity and enthusiasm for learning, establishing a positive relationship with their child and the services that affect them. It will also seek to promote health and well being in the broadest sense but pay particular regard to their sexual relationships. The YSS team are also currently developing a specialist group to support those young people who have or are being sexually exploited.
- 1.4 The Youth Support Service in Surrey has identified the Not in Employment, Education or Training (NEET) figures and their conversion to Participating in Education, Training and Employment (PETE) as a key indicator for success

as it signifies a measurable change in the circumstances and behaviour of young people.

The key achievements and issues are identified in a report card compiled by the commissioning team for Elmbridge

### **Achievements**

- i) Although not the highest PETE proportion in Surrey, year on year progress in the borough is impressive 97.8% in 2013 compared to 95.4% last year.
- ii) Elmbridge has the joint 2<sup>nd</sup> lowest proportion of NEET in the county who have been NEET on at least one occasion before, 23.2% compared to 29.3% countywide.
- iii) As from 10<sup>th</sup> October 2013 there were 43 young people classed as NEET in Elmbridge compared to 72 at the same time last year.

### **Issues**

- i) Elmbridge has the highest proportion of young people identified at year 11 as being at risk of NEET actually becoming NEET at 9.5%

## **2. ANALYSIS:**

2.1 The current caseload for the YSS in Elmbridge stands at 119 referred young people, who are the most vulnerable at the current time in the borough within the specified age range, and the work is divided amongst the YSS borough team according to the initial presenting needs and the relative skills and experience of the team members. Work with young people varies in contact time from 1 or 2 hours per week on a 1:1 basis through to over 25 hours per week. The allocation of work takes place each week as the result of discussion between the Team Manager and Senior Youth Support Workers. The Elmbridge team consists of the manager and 3 Senior Youth Support Officers (YSO) each with a lead specialism. This does not mean that either they or their team members only take on that area of work, but they do lead on ensuring the work is placed with the best possible team member bearing in mind current individual caseloads and other demands on their work time.

### **2.2 Elmbridge Team Structure**

#### **Team Manager**

*Keir Schiltz*

#### **Senior Youth Support Officer - Youth Justice – Paula Desai**

Youth Support Officer – *Jaydee Peters*

Youth Support Officer – *Sarah Blunden*

Youth Support Officer – *Amanda Tully*

#### **Senior Youth Support Officer – Employment and Learning – Joanne Adams**

Youth Support Officer – *Jill Stanton (21 hrs per week)*

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Youth Support Officer – *Maria Holmes (28hrs per week)*

**Senior Youth Support Officer – Family and Groupwork – *Linda Melham***

Youth Support Officer – *Steve Carr*

Youth Support Officer- *Lee Galletta*

Youth Support Assistant – *Lucy Earle (30 hrs per week)*

**Business Administrator – *Christine Hawkins (30 hrs per week)***

2.3 The Youth Support Service in Elmbridge takes the lead for young people aged between 16 and 19 where they have been identified as NEET, in addition young people are also referred where they have committed an offence, are designated as a child in need (CIN) and are over the age of 15 without younger siblings (a reduction to the age of 13 or 14 is currently being finalised), have an identified unmet mental health need or have been or are likely to be made homeless under the age of 18. The referral strands are not exclusive and we have a number of young people who are, homeless, NEET, CIN, within the criminal justice system and have a recognised mental health need.

2.4 Key Issues arising from the current data with regard to our NEET cohort are;

86% of the young people who have been identified as being at risk of becoming NEET have some form of Learning Disability or Difficulty. This is highly significant in terms of the level of support and development necessary to enable these young people to access mainstream opportunities and does in some way explain our higher than the Surrey average conversion figures for young people actually becoming NEET after being identified as being at risk in year 11. The other key characteristics of this group in Elmbridge are income deprivation, low school attendance and low attainment in Maths and English during key stage 2 exams.

### **3. OPTIONS:**

3.1 The model of delivery is still developing within Elmbridge, as the team recognise and understand their local area and community more effectively. We are also continually adapting to new legislation and processes alongside the altering financial environment. The YSS team in Elmbridge are keen and able to respond to ideas and suggestions for improvement and are happy to meet with interested professionals and elected members to discuss issues or raise awareness.

### **4. CONSULTATIONS:**

4.1 This report has been compiled from local records, conversations and input from young people and staff team members and the statistics gathered by the commissioning team. Every effort has been made to ensure the accuracy of the information at the time of writing.



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

5.1 The YSS in its current form was developed just over two years ago to both provide better value for money and provide better services for the most vulnerable young people in the community. It is anticipated that future analysis will evidence this, particularly in relation to the preventative approaches being used in Elmbridge.

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

6.1 There has not been an Equality Impact Assessment specifically on this report as the entire premise of the YSS is to identify and alleviate inequality.

6.2 The service is trained and supervised to manage the most complex and vulnerable young people towards receiving their full entitlement and attaining their aspirations and full potential.

6.3 The team members undertake equality awareness training within their roles.

## **7. LOCALISM:**

7.1 Particular communities affected by the work detailed are;

Cobham, Molesey South, St Johns (Walton, Ambleside), Field Common, Lower Green, Hersham North and Weybridge.

This is primarily due to the geographical isolation and/or relative deprivation. The majority of the caseload comes from these identified communities.

## **8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	Set out below
Sustainability (including Climate Change and Carbon Emissions)	Set out below.
Corporate Parenting/Looked After Children	Set out below.
Safeguarding responsibilities for vulnerable children and adults	Set out below.
Public Health	Set out below.

### **8.1 Crime and Disorder implications**

The current caseload contains 12 young people within the Criminal Justice system. This includes Youth Restorative Interventions (YRI) where a young person has admitted a low level criminal offence and accepted this intervention as an alternative to a court appearance. The YRI's once

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discharged do not count as a conviction and is a very effective way of dealing with young people who have made mistakes without unnecessarily criminalising them. Analysis shows that YRI's are much more likely to reduce further offending than traditional sentencing and criminalisation.

## 8.2 Sustainability implications

The targeted work of the YSS underpins the equality of access for our most vulnerable young people through the provision of skilled appropriate interventions that address behaviour issues, access to additional resources, the ability of the team to engage with and advocate for challenging young people and the capacity to provide safe developmental group work opportunities. The intensity of the interventions relies on effective and well maintained partnerships without which the YSS would not be able to sustain its work, key partners include;

The third and charitable sector  
Surrey Police  
Children's Services  
Housing Providers  
The local business community  
Elected members at parish, borough and county level  
Employment services  
Education providers  
Family Support services  
Elmbridge Borough Council  
Mental Health Services  
Probation Service  
Local GP's

## 8.3 Corporate Parenting/Looked After Children implications

Current caseload identifies 6 Young People who have been or are currently a Looked after Child (LAC). The LAC young people are prioritised wherever possible within the delivery of services by the YSS in Elmbridge due to the particular difficulties and disadvantage they experience.

## 8.4 Safeguarding responsibilities for vulnerable children and adults implications

Current caseload contains 16 Child in Need cases, 10 homeless or homeless prevention cases, 9 young parents or expectant young parents.

## 8.5 Public Health implications

Current work impacts significantly on the Mental Health and the general well being of referred young people, this reduces both the demand and cost of more expensive clinical services. The current R4W cohort contains 10 Young people who are or have been with Child and Adolescent Mental Health Services and/or with a diagnosed psychological condition. Our work also encompasses the wider concerns of drug and alcohol use, healthy eating and

physical health and activity. This is delivered either through the casework or group work models and may involve one or more partner agencies.

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

- 9.1 The YSS is fulfilling its primary role in reducing the number of young people who are NEET and working ever more effectively towards full participation.
- 9.2 It is forming positive partnerships with individual young people, their families, the wider community and other providers to better meet the needs of the most vulnerable young people
- 9.3 It is a service that is safe and professional in its principles and processes, with a skilled and committed workforce.

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

- 10.1 The YSS are currently aiming to continue to develop their offer to vulnerable young people in Elmbridge and move closer to full participation for all young people over the next year. We will be working hard to better address the needs of young parents, young people who have experienced sexual exploitation and young people with identified learning disabilities and difficulties.
- 10.2 In addition to the current YSS delivery we are hoping to establish at least one social enterprise providing a protected work based environment for our most vulnerable young people. The three initiatives currently be developed at Walton Youth Centre are a community cafe run by young people, a carpentry cooperative and a bike repair workshop.

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**Contact Officer: Keir Schiltz, Team Manager YSS- Elmbridge**

**Consulted: Young people, commissioning team, YSS,**

**Annexes:**

Two brief young person case studies

**Sources/background papers:**

- Services for young people - Elmbridge performance report card
  - Services for Young People participation needs assessment 2013
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## ELMBRIDGE LOCAL COMMITTEE 24/2/14

## YOUTH SERVICE UPDATE

## Case study A

This young person was referred to YSS for support in participating in education, training or employment and it was clear from the assessment that the young person suffered with depression, low confidence and self harming. The young person was receiving mental health support.

The young person had achieved a good set of GCSE's despite not attending school for most of year 11. The young person had a poor experience of school and mixing with other people of the same age. The young person had attended a specialist mental health education provision due to self harming and attempted suicides.

The young person did not know what he/she wanted to do and didn't believe he/she would have the confidence to start a work place/college setting. The young person started the R4W project at the Youth Centre with a friend. This gave the young person the support needed to walk into a new place.

The environment at the centre is relaxed, calm, and supportive of the young person's needs so that if the young person is having a difficult day he/she feels comfortable in being there but not needing to participate.

It is important for the young person to have a place to go to when he/she is low so that his/her family know he/she is safe and being monitored and it is better for him/her to have a support network around rather than be on his/her own.

After attending the R4W project for a short time the young person wanted to take on a new challenge and learn a trade. On day one, the young person walked out as he/she felt undermined by the low level of work they wanted the young person to complete, intimidated by the environment, and that the young person was participating in a course that fitted the majority of young people rather than a course that worked to the individual's strengths and needs.

After walking out, the young person was emotionally very low and lost all faith in his/herself and in others but was willing to try a new initiative at the Youth Centre.

Within one week the young person was positive again, getting actively involved in planning, supporting others on the project, taking a lead in meetings and ready to think about the future. This change is the result of the support, motivation and encouragement received in the project from the staff and others on the project.

The project has provided the young person with a reason to get out of bed, to make new friends, to learn new skills. It has also given his/her the experience to know that he/she can do more than the young person thinks he/she can, he/she isn't the only person who has issues and that the young person can enjoy new experiences that he/she may not have thought about before.

The young person is looking forward to trying out different work placements which would not have happened before starting on the R4W project.

The young person currently has a work experience placement 3 full days per week in a local authority.

### Case study B

When this young person was 13 years old he/she stopped attending mainstream school, as he/she was suffering Anxiety and panic attacks and as a result was transferred to 'NOT SCHOOL' (a home education on line provision) for the rest of his Secondary School time.

The young person was referred for mental health support, but did not engage. When he was 17 years of age he/she was referred to Adult Mental Health Services to help him/her move towards independence using Cognitive Behaviour Therapy (CBT). During these sessions the young person was introduced to a Youth Support Officer with Surrey Youth Support Service. Since the young person has engaged with YSS he/she has gone from staying in their bedroom 23 hours per day (he/she would only come out for some meals) to participating upwards of 25 hours per week in the community workshop. The young person has engaged in all that has been on offer which has led to him/her being given more responsibilities including an important role in a fledgling supported social enterprise. The young person is also the lead worker for a community based work party and has led on a variety of outdoor charity and youth club projects.

His/her feedback to the YSS to date is that the YSS and the workshop has turned his/her life around from being stuck in the house alone and isolated to being out every day, establishing him/herself as a person of worth, part of a team and with flourishing social networks. The young person feels that he/she is getting closer to the goal of employment and feels that he/she is entitled to aspirations and a fulfilling life.

After learning to cycle with the YSS last summer and he/she now travels independently by bicycle.

## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (ELMBRIDGE)



DATE: 24 FEBRUARY 2014

LEAD  
OFFICER: SANDRA BROWNSUBJECT: 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 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 Members' 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. RECENT COMPLETED PROJECTS:**

- 2.1 Detailed below are a couple of the projects, which have taken place within the last 3 months.

### **Love of Learning – Thames Ditton Junior School**

A £1,000 grant contributed towards the success of the 'Stay Connected through the Arts' project held by Love of Learning at Thames Ditton Junior School.

The first session enabled children and their parents to explore the art of clay modelling. The following two sessions are to be on the themes of making funky wire mobiles and scary spiders/beautiful butterflies. Parents of the children were able to spend quality time with their children and gave very positive feedback on the project.

### **Walton Christmas Festival of Light 2013**

A £1,000 grant contributed towards the artists and materials for the Walton Christmas Festival of Light which took place on Saturday 30 November 2013. Funding enabled workshops to take place to construct and revamp lanterns for the parade.

The Festival of Light lantern procession was a spectacular start to the Christmas festivities in Walton and helped maintain the wonderful community atmosphere around the town bringing together people of all ages and many groups.



**3. ANALYSIS:**

- 3.1 All the bids detailed in Annex 1 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.

**4. OPTIONS:**

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

**5. CONSULTATIONS:**

- 5.1 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.

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

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

**7. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 7.1 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.

**8. LOCALISM:**

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

**9. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate	No significant implications arising

Change and Carbon Emissions)	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

#### **10. CONCLUSION AND RECOMMENDATIONS:**

- 10.1 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.

#### **11. WHAT HAPPENS NEXT:**

- 11.1 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.

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#### **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, including 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 Funding - Balance Remaining 2013-2014**

Each County Councillor has £12,876 to spend on projects to benefit the local community, also an equal portion of the local committee's capital funding.

Mike Bennison	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	CAPITAL	DATE PAID
				£12,876.00	£3,888.00	
	EF700199078	Love of Learning	Arts and Crafts in Oxshott and Claygate	£1,000.00		05.07.2013
	EF300363288	SCC, Highways Department	Grit Bin - Beaconsfield Road, Claygate	£1,000.00		31.07.2013
	EF800195028	Oxshott & Cobham Music Society	Publicity of the 2013-14 Season	£400.00		07.08.2013
	EF800197044	Claygate Allotment Assoc	Easy Access Equipment - Lightweight Petrol Brush Cutters	£370.00		07.08.2013
	EF800196873	Aluna Music Group	Musikidz Concert	£400.00		23.08.2013
	EF700205428	Claygate Music Festival	An Evening of Music Hall	£400.00		17.09.2013
	EF300368969	SCC, Corporate Parenting	Looked After Children Fund	£500.00		25.10.2013
	EF300364544	SCC, Highways Department	Wren's Hill - Resurfacing of the whole road		£2,000.00	02.08.2013
	EF800208441	Claygate Parish Council	Heritage Street Lights, The Parade Claygate		£500.00	06.12.2013
	EF400185333	SCC, Highways Department	Accessibility Crossing - Derwent Close, Claygate		£1,388.00	
	EF800214620	Elmbridge Eagles RLFC	Coaching Course	£700.00		30.01.2014
	EF400185331	SCC, Highways Department	Slip Road on Hare Lane, Claygate	£700.00		27.01.2014
	EF800214674	Surrey SATRO	Primary Science Workshops - Royal Kent & Claygate Primary School	£400.00		30.01.2014
	EF700221157	Claygate Parish Council	Repair to Firs Verge, Claygate	£250.00		30.01.2014
	EF800215386	Claygate Recreation Trust	Outdoor Table Tennis Table	£2,000.00		
	EF800215957	Claygate Lifestyle Experience	Claygate Spring Festival 2014	£250.00		
			<b>BALANCE REMAINING</b>	<b>£4,506.00</b>	<b>£0.00</b>	

Peter Hickman	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	CAPITAL	DATE PAID
				£12,876.00	£3,888.00	
	EF800191013	Thames Ditton Traders Assoc.	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		07.08.2013
	EF800202866	Thames Ditton Traders Assoc.	Thames Ditton High Street Christmas Fair	£606.00		16.10.2013
	EF300368969	SCC, Corporate Parenting	Looked After Children Fund	£500.00		25.10.2013
	EF700214532	Love of Learning	Staying Connected Through the Arts - Thames Ditton Junior School	£1,000.00		22.11.2013
	EF800208503	Ajax Sea Scouts	Refurbishment		£3,500.00	06.12.2013
	EF700218398	Long Ditton Residents Assoc.	Christmas Trees - above shops in Long Ditton	£500.00		10.01.2014
	EF300370954	SCC, Highways Department	Improvements to Thames Ditton High Street	£4,173.00	£388.00	27.01.2014
	EF800215044	All Saints Church	Fencing at front of All Saints Church, Weston Green	£1,500.00		
	EF800215298	Love of Learning	Staying Connected Through the Arts - Dittons Children's Centres	£1,000.00		
	EF800215782	Bio Diversity Partnership	Bats, Rivers & Light Pollution Leaflet - along the River Thames	£500.00		
	EF700222543	Esher & Molesey Garden Society	Lectures & Flower Show Project	£387.00		
	EF800216545	Homestart - Elmbridge	Stationery with new address of Premises (to be approved)	£500.00		
			<b>BALANCE REMAINING</b>	<b>£650.00</b>	<b>£0.00</b>	

# Elmbridge Members Funding - Balance Remaining 2013-2014

Each County Councillor has £12,876 to spend on projects to benefit the local community, also an equal portion of the local committee's capital funding.

ITEM 13

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Margaret Hicks	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	CAPITAL	DATE PAID
				£12,876.00	£3,888.00	
	EF700202213	Surrey Search & Rescue	Mapping Project	£450.00		07.08.2013
	EF800196873	Enigma	Comic Potential	£200.00		07.08.2013
	EF300364432	SCC, Highways Department	Tree Work in Fisher Close, Hersham	£925.00		31.07.2013
	EF400185327	SCC, Highways Department	Burwood Road, Hersham - Road Safety Signs	£112.00	£3,888.00	07.01.2014
	EF700220397	Elmbridge Community Link	Boardgames & Numeracy Evenings	£3,995.00		24.01.2014
	EF700220932	Bell Farm Primary School	Playground Markings for Games	£2,500.00		30.01.2014
	EF400186826	SCC, Highways Department	Burwood Road - Slow Markings	£1,000.00		24.01.2014
	EF800214268	Surrey Police Volunteers	Elmbridge Young Persons of Honour Awards 2014	£1,000.00		
	EF800215097	Peer Productions	Hersham Film Course - Hersham Youth Centre	£600.00		
	EF800215346	Homestart	Volunteer Training Resource Files	£94.00		
	EF700222179	Cardinal Newman Primary School	Outdoor Learning Environment - Chickens	£2,000.00		
<b>BALANCE REMAINING</b>				<b>£0.00</b>	<b>£0.00</b>	

Rachael I Lake	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	CAPITAL	DATE PAID
				£12,876.00	£3,888.00	
	EF700202209	Surrey Search & Rescue	Mobile Power Project	£350.00		07.08.2013
	EF700206422	Walton Heritage Group	Walton Heritage Day 2013	£764.00		17.09.2013
	EF800202613	Walton Business Group	Walton Festival of Light 2013	£500.00		16.10.2013
	EF300368969	SCC, Corporate Parenting	Looked After Children Fund	£500.00		25.10.2013
	EF700210939	Elmbridge Borough Council	Sports Personality Awards	£250.00		11.11.2013
	EF300366856	SCC, Highways Department	Rydens Road Feasibility Study	£3,900.00		31.10.2013
	EF800205515	Walton Stroke Club	Seaside Trip	£400.00		22.11.2013
	EF700218219	The Counselling Partnership	Hire of Elmbridge Hub & BACP Membership	£532.50		10.01.2014
	EF800214268	Surrey Police Volunteers	Elmbridge Young Persons of Honour Awards 2014	£500.00		
<b>BALANCE REMAINING</b>				<b>£5,179.50</b>	<b>£3,888.00</b>	

Mary Lewis	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	CAPITAL	DATE PAID
				£12,876.00	£3,888.00	
	EF400179149	Surrey Highways	Grit Bin - Lodge Close, Cobham	£1,000.00		27.09.2013
	EF400177119	SCC, Highways Department	Grit Bin - Canada Road/Lockhart Road	£1,000.00		27.09.2013
	EF800202104	Cobham Garden Club	Roof Repair	£1,068.00		02.10.2013
	EF800203191	Pipers Close Tree Work	Planting of Bulbs & Grass Seed	£100.00		16.10.2013
	EF300368969	SCC, Childrens' Services	Looked After Children Fund	£500.00		25.10.2013
	EF300370962	SCC, Highways Department	Inbetween Streets - Safety Sign		£500.00	18.11.2013
	EF300370960	SCC, Highways Department	Coveham Crescent Parking Bays (prev £9,208 - £5,096 underspend - £2k allocated)	£6,112.00	£3,388.00	27.11.2013
			Highways projects - Hogshill Lane Pollarding £600 & Removal of Telephone Box			
			High St, Cobham £1,400. £3,096 being returned to Cllr Lewis' Revenue			
	EF800214268	Surrey Police Volunteers	Elmbridge Young Persons of Honour Awards 2014	£300.00		
	EF700221334	Oxshott Heath Conservators	Erection of 2 Noticeboards on Oxshott Heath	£1,200.00		
	EF800215026	Cobham Village Hall	New Tables & Chairs + Accoustic Testing	£1,500.00		
	EF800216491	Stoke D'Abernon Residents Assoc	World War I Commemorative Event - Planting Poppies in Grassed Areas	£96.00		
<b>BALANCE REMAINING</b>				<b>£0.00</b>	<b>£0.00</b>	

### Elmbridge Members Funding - Balance Remaining 2013-2014

Each County Councillor has £12,876 to spend on projects to benefit the local community, also an equal portion of the local committee's capital funding.

Christian Mahne	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	CAPITAL	DATE PAID
				£12,876.00	£3,888.00	
	ELM1213062	Elm Business Network	Finance Conference (returned funding)	-£999.00		
	EF800198457	Enigma	Comic Potential	£250.00		05.09.2013
	EF300366685	Surrey County Council	Leisure Live	£500.00		13.09.2013
	EF300368969	SCC, Corporate Parenting	Looked After Children Fund	£500.00		25.10.2013
	EF800205515	Walton Stroke Group	Seaside Trip	£400.00		22.11.2013
	EF700216554	Apps Court Farm	Christmas Trees - 3 x Weybridge Schools, Community Centre & Library	£700.00		06.12.2013
	EF800210299	Heathside Secondary School	Books for Prize Giving	£525.00		02.01.2014
	EF800211684	St Charles Borromeo Primary Sch	Books for Prize Giving	£135.00		10.01.2014
	EF700219947	Manby Lodge Infants School	Books for Prize Giving - Values Flag Competition	£135.00		21.01.2014
	EF800214268	Surrey Police Volunteers	Elmbridge Young Persons of Honour Awards 2014	£500.00		
	EF300376831	SCC, Highways Department	Devonshire Road, Weybridge - Structure Repair (to be approved)	£10,230.00	£3,888.00	
			<b>BALANCE REMAINING</b>	<b>£0.00</b>	<b>£0.00</b>	

Ernest Mallett	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	CAPITAL	DATE PAID
				£12,876.00	£3,888.00	
	EF800215339	The Counselling Partnership	Recruitment Day, Phone & Printer	£1,350.00		
	EF800215365	Molesey Local History Society	Bridges of Hampton Court Project	£466.00		
	EF800214268	Surrey Police Volunteers	Elmbridge Young Persons of Honour Awards 2014	£300.00		
	EF700221890	Molesey Probus Club	Honoraria for Visiting Speakers & Provision of a Portable Public Address System	£534.00		
	EF800215782	Bio Diversity Partnership	Bats, Rivers & Light Pollution Leaflet along River Thames	£500.00		
	EF800215826	Surrey Search & Rescue	Rescue Buoyancy Aids	£500.00		
	EF700222252	St Mary's Church East Molesey	Redecoration of St Mary's Church Hall	£500.00		
	EF700221849	Friends of Fleetside	Barrier at Pool Close Garages, Fleetside	£675.00		
	EF700222434	St Barnabus Youth	2 x Gold Duke of Edinburgh Awards - Expeditions	£2,000.00		
	EF800215896	Molesey Community Church	Refurbishment to Refresh Centre	£5,102.00		
	EF700222229	St Paul's/St Mary's Church	Kidzone Childrens Club - Outings	£500.00		
	EF700222543	Esher & Molesey Garden Society	Lectures & Flower Show Project	£337.00		
			<b>BALANCE REMAINING</b>	<b>£112.00</b>	<b>£3,888.00</b>	

Tony Samuels	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	CAPITAL	DATE PAID
				£12,876.00	£3,888.00	
	ELM1213062	Elm Business Network	Finance Conference (returned funding)	-£999.00		
	ELM1213051	Oatlands Rec Ground	Flag Pole (returned funding)	-£500.00		
	EF800202613	Walton Business Group	Walton Festival of Light	£500.00		16.10.2013
	EF300368969	SCC, Corporate Parenting	Looked After Children Fund	£500.00		25.10.2013
	EF800205192	St Mary's Oatlands Comm Centre	Upgrade Facilities		£1,000.00	11.11.2013
		St Mary's Oatlands Comm Centre	Plaque for St Mary's Oatlands Community Centre (EF800205192)	£21.00		14.11.2013
	EF800205515	Walton Stroke Group	Seaside Trip	£400.00		22.11.2013
	EF700218219	The Counselling Partnership	Hire of Elmbridge Hub & BACP Membership	£532.50		10.01.2014
	EF700216914	Walton Athletics Club	Throwing Equipment	£1,000.00		24.01.2014
	EF400185332	SCC, Highways Department	Oatlands Chase, Footway	£11,421.50	£2,888.00	23.01.2014
			<b>BALANCE REMAINING</b>	<b>£0.00</b>	<b>£0.00</b>	

# **Elmbridge Members Funding - Balance Remaining 2013-2014**

Each County Councillor has £12,876 to spend on projects to benefit the local community, also an equal portion of the local committee's capital funding.

Stuart Selleck	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	CAPITAL	DATE PAID
				£12,876.00	£3,888.00	
	EF300365839	SCC, Highways Department	Tree Removal - Lower Green Road	£2,310.00		27.08.2013
	EF300368969	SCC, Corporate Parenting	Looked After Children Fund	£500.00		25.10.2013
	EF300363908	SCC, Highways Department	Garson Road - Resurfacing the whole of the road		£3,888.00	31.07.2013
	EF800210946	Elmbridge Borough Council	Karate Session in Walton Youth Centre	£1,000.00		24.01.2014
	EF800211722	Esher Residents Association	Blue Plaques - Esher	£500.00		10.01.2014
	EF800214847	Peer Productions	Secondary Programme on Wellbeing at Esher High School	£1,300.00		
	EF800214268	Surrey Police Volunteers	Elmbridge Young Persons of Honour Awards 2014	£500.00		
	EF800215733	All Saints Church, Weston Green	Children's Play Area	£1,016.00		
	EF800215826	Surrey Search & Rescue	Rescue Buoyancy Aids	£500.00		
	EF700222252	St Mary's Church, East Molesey	Redecoration of St Mary's Church Hall	£500.00		
	EF700222229	St Paul's/St Mary's Church	Kidzone Children's Club - Outings	£500.00		
	EF700222543	Esher & Molesey Garden Society	Lectures & Flower Show Project	£750.00		
			<b>BALANCE REMAINING</b>	<b>£3,500.00</b>	<b>£0.00</b>	

ITEM 13