

Agenda

Surrey Heath
Local Committee

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



Discussion

Local Transport Strategy

**Fire and Rescue Service
Borough Report**

**Road Safety outside
Schools**

Venue

Location: High Cross Church, Knoll
Road, Camberley

Date: Thursday, 11 December
2014

Time: 6.30 pm – Public
Questions at 6pm



SURREY

You can get involved in the following ways

Get involved

Ask a question

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

Write a question

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

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

Sign a petition

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

Thank you for coming to the Local Committee meeting

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

Email: nicola.thorntonbryar@surreycc.gov.uk

Tel: 01276 800269

Website: www.surreycc.gov.uk/surreyheath



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SURREY



Surrey County Council Appointed Members

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

Borough Council Appointed Members

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

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 Nicola Thornton-Bryar on 01276 800269 or write to the Community Partnerships Team at Surrey County Council Surrey Heath Borough Council, Surrey Heath House, Knoll Road, Camberley, GU15 3HD or nicola.thorntonbryar@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.

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Those attending for the purpose of reporting on the meeting may use social media or mobile devices in silent mode to send electronic messages about the progress of the public parts of the meeting. Anyone is permitted to film, record or take photographs at council meetings. Please liaise with the council officer listed in the agenda prior to the start of the meeting so that those attending the meeting can be made aware of any filming taking place.

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Thank you for your co-operation

*If you have any queries regarding this, please contact the representative of **Legal and Democratic Services** at the meeting.*

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

For councillor contact details, please contact Nikkie Thornton-Bryar, Community Partnership and Committee Officer (nicola.thorntonbryar@surreycc.gov.uk) Telephone: 01276 800269

			
Cllr Vivienne Chapman St Pauls Ward	Cllr Rodney Bates Old Dean Ward	Cllr Paul Ilnicki Heatherside Ward	Cllr Josephine Hawkins Parkside Ward
		<p>Local Committee (SURREY HEATH)</p> <p>Borough Council Co-optees 2014-15</p>	
Cllr Valerie White Bagshot Ward	Cllr John Winterton Lightwater Ward		

For councillor contact details, please contact Nikkie Thornton-Bryar, Community Partnership and Committee Officer (nicola.thorntonbryar@surreycc.gov.uk) Telephone: 01276 800269

1 APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2 MINUTES OF THE LAST MEETING

(Pages 1 - 12)

To agree the minutes of the last meeting held on 3 October 2014.

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 WRITTEN PUBLIC QUESTIONS

(Pages 13 - 18)

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

5 WRITTEN MEMBERS QUESTIONS

To receive any written questions from Members under Standing Order 47. Notice must be given in writing to the Community Partnership & Committee Officer by 12 noon 4 working days before the meeting.

6 PETITIONS - RECEIVED

(Pages 19 - 20)

To receive any petitions in accordance with Standing Order 68. Notice should be given in writing or by email to the Community Partnership and Committee Officer at least 14 days before the meeting.

Alternatively, the petition can be submitted on-line through Surrey County Council's e-petitions website as long as the minimum number of signatures (30) has been reached 14 days before the meeting.

Three petitions will be presented at the meeting.

4.1 RECEIVE PETITION – THE HATCHES BRIDLEWAY PATH IMPROVEMENTS

An online petition has been submitted. The petition states “The Hatches bridleway between Frimley Green and Farnborough North station is a narrow tarmac path with grass/mud verges. In the winter, the grass/mud takes over making it very difficult, especially for pedestrians who have to negotiate their way across the puddles and mud. The path is narrow so difficult for cyclists to get past pedestrians which sometimes causes conflict. We would kindly request that the council consider upgrading the path in the next budget year, or at least reserve funding for improvement in the near future. An ideal outcome for many people would be a Shared Use route for Pedestrians & Cyclists, perhaps with a simple white line along the centre to segregate the flow of traffic”.

Mr Jon McClelland (petitioner) will have 3 minutes to address the meeting.

The path upgrade has already been discussed at the previous two meetings and a short report from the Countryside Access Team is attached.

4.2 RECEIVE PETITION – REMOVE THE BUS LANE IN LONDON ROAD, CAMBERLEY

An online petition has been submitted. The petition states “I have lived and worked in Surrey Heath for most of my life, both as a police officer, and now currently a chauffeur, and the bus lane in the London Road, applicable 7am to 9.30am, and 4pm to 7pm causes much confusion and is the cause of accidents, as well as near misses. Regardless of the time the majority of motorists do not drive in it, and thus one third of the road is not used. This results in long queues of traffic, adding to an increase in pollution. At the present time Farnborough are removing their bus lane and one of the reasons given was that it holds up buses, which was the very opposite reason for having it in the first place. Removing the bus lane would be safer and less dangerous for all road users. Currently it is used by some 6 or so buses an hour”.

Mr Ken Clarke (petitioner) will have 3 minutes to address the meeting.

4.3 RECEIVE PETITION – REVERSE THE UNACCEPTABLE DETERIORATION OF THE CAMBERLEY ROUTE 2 BUS SERVICE

An online petition has been submitted. The petition states “We the residents of the communities through which the Camberley Route 2 bus service passes require Surrey County Council to negotiate with the bus company that runs this service - Stagecoach - an improvement to this service, which has deteriorated beyond any level of acceptability over many years. Specifically we require that: a) the service be returned to a frequency of every 15 minutes, Monday to Saturday. b) the service be extended in the evening such that the final bus leaves Camberley and Farnborough no earlier than 10.30pm, especially on a Friday and Saturday evening”.

Mr Graham Tapper (petitioner) will have 3 minutes to address the meeting.

7 PETITION RESPONSE - CORDWALLES SCHOOL

(Pages 21 - 32)

To receive a report in answer to the petition presented at the March Committee.

The petition stated "We, the parents, residents and concerned members of this community are urging the Council to assess the lack of road safety measures outside Cordwalles Junior School, Berkshire Road, Camberley. It is becoming increasingly dangerous for our children making their daily journeys to and from school. It is indeed an accident waiting to happen. Therefore we would like the council to implement improved road safety to provide our school children with the safer environment they deserve."

8 PETITION RESPONSE - PINE RIDGE SCHOOL

A petition was presented at the October Committee.

The petition stated: "We, the parents, residents and concerned members of this community are urging the council to assess the lack of road safety measures outside Pine Ridge Infant & Nursery School, Esher Road, Camberley. It is becoming increasingly dangerous for our children making their daily journeys to & from school. It is indeed an accident waiting to happen. 4yr old Finley Fitzpatrick was involved in an RTA on the 1st May 2014 while crossing Mitcham Rd due to instruction from the school to only use the entrance from Mitcham Rd & the lack of school warning signs. Therefore we would like the council to implement improved road safety to provide our children with the safer environment they deserve.

A report will not be presented to the December meeting as the school as yet have not responded to requests for a meeting.

9 PETITION RESPONSE - THE AVENUE AND HEATHERLEY ROAD

(Pages 33 - 36)

To receive a report in answer to the petition presented at the October Committee.

The petition stated "There is an urgent need for traffic reduction and calming methods to be employed in these residential roads."

The petitioner posed a number of questions to the Committee: "18 months on from our first petition, was The Avenue added and ranked within the ITS works program as per item 4 of agenda to meeting 5th December 2013? Could we please have an update, are the ITS works program tables published? Do the Council accept that while increasing visitor numbers and revenues in to Camberley, they also have a duty to protect the amenity of residents and rate payers living near to what is already a choked town centre? How is this to be delivered, other than the A30 plan?"

- 10 ROAD SAFETY - RAVENSCOTE SCHOOL** (Pages 37 - 54)
- To receive a report from the Road Safety team regarding safety outside Ravenscote school.
- 11 HIGHWAYS UPDATE** (Pages 55 - 62)
- To report progress made with the delivery of proposed highways schemes, developer funded schemes, and revenue funded works for the 2014/15 financial year.
- The report also provides an update on the latest budgetary position for highway schemes, revenue maintenance and Community Enhancement expenditure.
- 12 LOCAL TRANSPORT STRATEGY AND FORWARD PROGRAMME** (Pages 63 - 68)
- The County Council is producing Local Transport Strategies and Forward Programmes for each district and borough in the county. The purpose of these strategies is to support the objectives set out within the boroughs Local Plan and Town Centre Area Action Plan and provide a programme of transport infrastructure required to deliver the objectives set out in the SCC E&I Directorate Priorities and SHBC Local Plan. They also provide an evidence base for future funding bids.
- PLEASE NOTE – The Strategy and papers will be available in hard copy on the day. If you would like a copy before the meeting, please contact Nikkie Thornton-Bryar.
- 13 LOCAL SUSTAINABLE TRANSPORT FUND** (Pages 69 - 74)
- In March 2014 Surrey County Council made a successful bid to the Department for Transport's Local Sustainable Travel Fund (LSTF) revenue programme for 2015/16. The report highlights the initiatives that will be undertaken in Surrey Heath as a result of receiving this funding.
- 14 SURREY FIRE AND RESCUE SERVICE ANNUAL BOROUGH REPORT** (Pages 75 - 96)
- The report outlines the major strands of activity being undertaken within the area by the Surrey Fire and Rescue Service (SFRS) teams based at Camberley and Chobham Fire Stations.
- 15 LOCAL COMMITTEE AND MEMBERS ALLOCATIONS FUNDING UPDATE** (Pages 97 - 102)
- 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 2014/15 the County Council has allocated £10,300 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 April 2014 to date.

16 FORWARD PLAN

(Pages 103 -
106)

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

DRAFT

Minutes of the meeting of the
Surrey HEATH LOCAL COMMITTEE
 held at 6.30 pm on 2 October 2014
 at St Marys Church Hall, Park Road, Camberley, GU15 2SR.

Surrey County Council Members:

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

Borough / District Members:

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

* In attendance

67/14 APOLOGIES FOR ABSENCE [Item 1]

Apologies were received from Cllr Paul Ilnicki.

68/14 MINUTES OF THE LAST MEETING [Item 2]

The minutes of the last meeting, held on 3 July 2014 were agreed and signed by the Chair.

69/14 DECLARATIONS OF INTEREST [Item 3]

Cllr Rodney Bates declared interests in the following:-

- Item 6 on Pine Ridge as he is a Member of the Advisory Board of the Children's Centre
- Item 7 on Cordwalles School as he lives in Berkshire Road (but not near the school).

70/14 WRITTEN PUBLIC QUESTIONS [Item 4]

Four questions were presented to the Committee:-

Q. Written question from Mr Paul Chapman

Back in August 2013 there was much fanfare and trumpeting that a solution had been found to the problems on Red Road and in particular the dangerous right turn out of MacDonald Road. This was covered widely in the local press, quote "Mike Goodman, Denis Fuller, Adrian Page and Bill Chapman threw their weight behind placing a roundabout at Lightwater Road" and on social media including interviews with Councillors Goodman and Fuller on the Surrey Heath Residents' Network where the plans were described as a "significant breaking news for the community".

That was over a year ago, and since then very little has been mentioned about the solution and nothing much seems to have changed at the junction.

Can the committee please give an update on what progress has been achieved over the past 14 months since this "significant breakthrough."

A. Response from Chairman on behalf of the Committee:

A number of safety improvement options have been considered for Red Road, with a roundabout being one of these. However, as a number of measures were introduced in 2013, it was decided to monitor the impact of these prior to implementing any further changes.

As the monitoring period has now ended, a meeting has been arranged for 8 October to review the accident record of Red Road and determine if further works are required. The meeting will include local Members, and representatives from Surrey Police and Surrey County Council's Road Safety team.

Members further discussed the measures implemented (which included vehicle activated signage, chevrons and a speed limit reduction) and the fact that accident figures were being closely monitored prior to any further works. It was noted that this has not been communicated well, but that the accident figures indicated that measures were working. It was also noted that if the decision were for no immediate further improvements, the road would still be kept under review, especially as changes to Deepcut and DERA would have a potential impact.

Q. Written question from Sarah Taylor, Local Resident

We still have ongoing parking issues in Station Road, Bagshot. This was taken to the council several years ago and was under review last year, but not prioritised at all. I see that it is no-where on the list this year. What needs to happen in order to get this reviewed again? Has it now dropped off the list? I was under the impression that once on the list, it would be looked at each year. There are now staff from several companies that use Station Road to park in whilst at work. This is extremely frustrating and sometimes dangerous. There are some days that cars are parked pretty much all the way from the traffic lights at the A30 junction, back to the chicane, plus further round the road. During the summer I had to go into one of these companies and get their staff to move their car as I couldn't even park on the road in order to get my poorly dog in the car to take him to the vets. This is just not acceptable. It's come to a point where we are even considering moving.

We haven't asked for yellow lines all the way around the road. Just near to the chicane for about 6 metres and then again from the traffic lights up from the A30. Rather than push the problem further up Station Road, there needs to be something similar for weekdays nearer to the station, as I know that people already park along there also.

Please can you advise on the above.

A. Response from Chairman on behalf of the Committee:

The County Council's Rail Strategy published in 2013 identified three priorities. These were selected because they have the potential to have a major impact in Surrey:

- Crossrail 2
- North Downs Line
- Access to airports

Two further priority options were added following public consultation:

- Access to stations (car parking)
- Access to London from Camberley, Bagshot and Frimley

The County Council will therefore continue to work with train operating companies and Network Rail to improve the car parking offer at railway stations.

Station Road was considered but not given priority at the July parking review. This question has therefore been passed to the parking team so that this locality can again be looked at again under the next parking review.

Members were concerned that the written response given referred to rail traffic, but most of the parking came from local businesses. Station Road was very narrow, with inconsiderate parking on corners making it dangerous. It was agreed that further investigations were needed and this would be taken up by Cllr Goodman with the Parking team.

Q. Two written questions from Murray Rowlands, Local Resident on behalf of Borough Councillor Heather Gerred (Old Dean):

1. The condition of the shopping area on the Old Dean is a disgrace to both the County and Borough Councils who both have part ownership of the area. There are 36 different owners of parts of curtilage of the shopping and residential area. This is a recipe for no one taking ownership of it and its present condition and is a reflection of its neglect despite efforts to tidy up the area. The shopping area offers an invaluable opportunity for redevelopment as a mixture of retailing, residential and leisure activity. ***Surrey County Council and Surrey Heath must now assess whether the only solution to create an adequate centre for the Old Dean is to compulsorily purchase housing and shops some of which is in an awful state and offer a site for development as a suitable centre for The Old Dean.***

2. ***Would the County Council consider carrying out a detailed traffic movement survey on the Old Dean?*** This is necessary because of the growth of Collingwood College and new housing development on the Estate? The existing road movement and traffic calming provisions date back to the mid 1990's and there is an urgent need for a review of their proficiency. Because of extreme congestion around Collingwood College a review might be carried out as to whether traffic lights might work more effectively.

A. Response from Chairman on behalf of the Committee:

1. The Old Dean shopping parade has been looked at in detail by the Old Dean Community Group on the estate. Extensive improvements have been made, working very much in partnership with the Borough and County Council, which included removal of graffiti, cleaning and pressure washing of the paving area, removal of weeds, installation of planters, benches and rubbish bins in the parade. They have also worked with local businesses over signage and smartening up of the used premises. The group continue to look at options for improvements, which have included Christmas lighting, replacement blank hoardings for vacant units, potential planting of trees in the parade and further benches. The shops do provide vital facilities in an otherwise remote location, and are complex as mentioned, with many different ownership issues.

We would need to look to the Borough Council's priorities, strategy and plans before giving any consideration to more drastic actions.

The Borough Council's Planning Policy and Conservation Manager, Jane Ireland, also noted that, depending on where development was proposed, there may be limitations on residential development due to the proximity of the Thames Basin Heath Special Protection Area.

2. There are many areas within Surrey Heath that have been subject to changing traffic patterns and development over the last twenty years. A traffic movement study could be undertaken, but this would have to be considered in the wider context of the Local Transport Strategy and Borough-wide priorities. It is essential that studies are focused on clearly defined areas which have proven issues, and so further information from residents about the problems experienced would need to be sought.

Members referred to the Road Safety studies being undertaken outside both Cordwalles and Pine Ridge Schools. The Highways Manager stated that the road safety team would only be looking at issues around the school and not the wider area. He stated that this could be looked at, but would need more information on the issues involved. It was agreed that Highways would link with questioner outside the meeting.

71/14 WRITTEN MEMBERS QUESTIONS [Item 5]

There were no written member questions.

72/14 PETITIONS [Item 6]

PINE RIDGE SCHOOL

An online petition was presented to the meeting by Mr Terry Beaumont (on behalf of Mr John Wilson, Petitioner).

The petition stated: "We, the parents, residents and concerned members of this community are urging the council to assess the lack of road safety measures outside Pine Ridge Infant & Nursery School, Esher Road, Camberley. It is becoming increasingly dangerous for our children making their daily journeys to & from school. It is indeed an accident waiting to

happen. 4yr old Finley Fitzpatrick was involved in an RTA on the 1st May 2014 while crossing Mitcham Rd due to instruction from the school to only use the entrance from Mitcham Rd & the lack of school warning signs. Therefore we would like the council to implement improved road safety to provide our children with the safer environment they deserve.

The online petition had been set up by concerned parents and had received 63 signatures.

Mr Beaumont outlined that a second petition from residents (with 44 signatures) had also been presented to the school regarding their decision to close the school entrance to parents and pupils.

Members were very concerned with road safety in the area. The Road Safety Team had already been investigating the issue (alongside Cordwalles School) and it was anticipated that a report would be presented at the December meeting.

HEATHERLEY ROAD AND THE AVENUE

A second petition was handed in by Jeremy Wilson, at the meeting. Although 14 days' notice had not been given, the petition was accepted by the Chair.

The petition, signed by 109 residents of The Avenue and Heatherley Road stated that "There is an urgent need for traffic reduction and calming methods to be employed in these residential roads."

The petitioner posed a number of questions to the Committee: "18 months on from our first petition, was The Avenue added and ranked within the ITS works program as per item 4 of agenda to meeting 5th December 2013? Could we please have an update, are the ITS works program tables published? Do the Council accept that while increasing visitor numbers and revenues in to Camberley, they also have a duty to protect the amenity of residents and rate payers living near to what is already a choked town centre? How is this to be delivered, other than the A30 plan?"

It was anticipated that a response would be given at the next meeting.

73/14 PETITION RESPONSE - CORDWALLES SCHOOL [Item 7]

Members received a short update report (tabled at the meeting) in answer to the petition presented at the March Committee.

The petition stated "We, the parents, residents and concerned members of this community are urging the Council to assess the lack of road safety measures outside Cordwalles Junior School, Berkshire Road, Camberley. It is becoming increasingly dangerous for our children making their daily journeys to and from school. It is indeed an accident waiting to happen. Therefore we would like the council to implement improved road safety to provide our school children with the safer environment they deserve."

Members were concerned that a full report was not available, due to school holidays, however, they were pleased to note that a number of key meetings

ITEM 2

had taken place, to look at both changes outside the school and also road safety training of the young people.

74/14 HIGHWAYS UPDATE [Item 8]

The Committee received a report on progress made with the delivery of proposed highways schemes, developer funded schemes, and revenue funded works for the 2014/15 financial year. Members noted that the M3 managed motorway works were due to commence shortly and asked for an update from Balfour Beatty, who were to be invited to a private meeting. Calls for a 60mph limit on the M3 had not been agreed by the Highways agency, although, as it is a managed motorway, speeds can be reduced as necessary. It was also noted that air quality adjacent to the M3 is continuously monitored and reported online. A public meeting was being held by the Highways Agency in Windlesham on 16 October.

The Local Committee (Surrey Heath) agreed to:

- (i) Note the progress with the ITS highways and developer funded schemes, and revenue funded works for the 2014/15 financial year,
- (ii) Note progress with budget expenditure,
- (iii) Approve the contingency plans as laid out in section 2.1.14 of the report,
- (iv) Note that a further Highways Update will be brought to the next meeting of the Committee,

75/14 WOODLANDS LANE BRIDGE - TEMPORARY WEIGHT AND WIDTH RESTRICTION [Item 9]

M3 Woodlands Lane Bridge is located to the east of Windlesham where it carries the single carriageway Woodlands Lane (C4) over the M3 motorway. The United Kingdom has been required to accept 40 tonne vehicles on roads since 1st January 1999 and at the same time a requirement to assess highway bridges designed prior to 1973. Recent assessment of the structure has shown that its strength has degraded since the 2001 report and now requires a 7.5 tonne weight limit. Although a 7.5 tonne weight limit would be sufficient, this does not prevent the structure being used by heavier vehicles.

Reducing the weight limit and introducing a width restriction would allow for the inclusion of a structure that physically restricts access of larger vehicles and stops any mistreatment of the restriction.

Members noted that the restriction would require clear redirection of traffic.

The Local Committee (Surrey Heath) agreed to:-

- (i) Implement a temporary (18 month) traffic regulation order on Woodlands Lane, Windlesham, to reduce the weight limit to 3 tonnes and include a width restriction of 6'6"

- (ii) Following the advertisement of the order, any objections to the order could be resolved by the Local Area Manager (Andrew Milne) in consultation with the Chairman and Local Member

76/14 CREATING OPPORTUNITIES FOR YOUNG PEOPLE - EARLY HELP [Item 10]

Services for Young People are re-commissioning services for 2015-2020 and the new service model will be presented to Cabinet on 23 September 2014. The current Local Prevention commission ends on 31 August 2015 and new funding agreements will be awarded for provision to start on 1 September 2015, subject to Cabinet approval of the new service model.

Local Prevention has been in place across Surrey Heath since 1 April 2012. It has contributed significantly to the reduction in young people becoming Not in Education, Employment or Training (NEET). It is therefore recommended that early help services are re-commissioned for 2015-20.

Members asked for further clarification of the engagement events held to gather feedback (which included specialist conferences, booklets of options, feedback surveys and staff events). Members were particularly pleased with the significant reduction of numbers of young people classified as NEET and congratulations were given.

On Annex 1, it was noted under priority areas, that work with travelling families needed to include generational and cultural pressures.

The Local Committee (Surrey Heath) agreed to :

- (i) Approve the local priorities (Annex 1), to be considered by providers, focusing on the identified needs of Surrey Heath and the geographical neighbourhoods prioritised by the Youth Task Group.
- (ii) Note the changes to the council scheme of delegation which provides increased decision making to local commissioning in relation to youth work and Surrey Outdoor Learning and Development (SOLD) (Annex 1A).

77/14 LOCAL COMMITTEE AND MEMBERS ALLOCATION FUNDING - UPDATE [Item 11]

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 2014/15 the County Council allocated £10,300 revenue funding to each County Councillor and £35,000 capital funding to each Local Committee. Greater transparency in the use of public funds is achieved with the publication of what Members' Allocation funding has been spent on.

The Local Committee (Surrey Heath) noted:

- (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.

ITEM 2

78/14 FORWARD PLAN [Item 12]

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

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

Meeting ended at: 8.00 pm

Chairman

Surrey Heath Local Area Committee**2nd October 2014****Open Public Question Time**

There were 11 members of the public present.

1. Jez Banks, Earlswood Park Residents Association

Earlswood Park is a Charles Church estate in Bagshot, on part of the old Notcutts garden centre site. The original plan called for the road to be adopted by SCC Highways, once it had met their standards. I understand that these conditions have been met, so when can the road be adopted and can residents influence the speed limits?

Reply from Andrew Milne, Highways Area Manager (NW)

Adopting roads can be complicated and we would need to look at the planning application for the site. Adoption is possible, but can take a year to 18 months from start to finish. The reason for this is that adopted roads are funded from taxpayers money and Highways need to be assured that the developer has met the standards required. I will get the details of this site and get a more formal and detailed response to you.

Reply from Mike Goodman, SCC Cllr

The speed limit on the road would be 30mph – unless very clear reasons can be given as to why this should be lower.

2. Darren Cook, Earlswood Park resident

I refer to the SANGS land next to the old Notcutts site. Most SANGS sites are handed to the Council who pays for their upkeep, however, this site has been left in dire condition by Charles Church builders and estate residents have to pay for its upkeep. The space is now also open to direct public access from the new Waitrose site and has insufficient dog poo bins. Can the Council take this on?

Reply from the Chair

SANGS are not the responsibility of Surrey County Council, but we can draw this issue to the attention of Surrey Heath Borough Council.

Reply from Vivienne Chapman, SHBC

Dog waste can be placed into any bin, so special bins are not always required. We would need to look at the ownership issue of the site in further detail.

Cllr Valerie Chapman agreed that the site was in a state.

Reply from Mike Goodman, SCC Cllr

I am prepared to get directly involved and broker a meeting on this issue. If necessary, I might be able to fund bins for the site. I suggest that we get together outside of this meeting to resolve this.

3. Jon McClelland, Local resident

I asked a question at the last meeting and have started a petition as I would like the Hatches path upgraded and resurfaced. I have written to Members, the Countryside Access Team, Network Rail and Michael Gove and have brought a copy of my open letter along to this meeting.

Reply from the Chair

Your open letter has already been circulated to members and some, including myself, have visited the site. This is a rural pathway but is well used.

Reply from Luke Dawson, Countryside Access Team

We do have planned maintenance schedules for our pathways and we have scrapped back the mud and vegetation on this particular pathway. However, we only have a maintenance budget and do not have funds for major improvements. We could possibly look at using part of next years' maintenance budget for minor improvements – but this would have an impact on other pathways. We could also look for external funding as a long term plan.

Reply from Mike Goodman, SCC Cllr

I understand that approx £50,000 would be needed for substantial improvements and we do not have a budget for this so we would need to look at other ways of funding this as a Committee.

Reply from Denis Fuller, SCC Cllr

It is a shame that we cannot find funds for The Hatches Bridlepath, yet we are obliged to spend money providing SANGS. We need to do more to get rid of the SPA legislation which makes us spend on SANGS, rather than much needed local infrastructure improvements. SANGS can be several miles away in Yateley or Woking.

Reply from Vivienne Chapman, SHBC Cllr

All SANGS from Surrey Heath developments are provided within Surrey Heath.

Reply from Andrew Milne, Highways Area Manager (NW)

The pathway is a bridleway, so is not within my normal workload – however, the proposed plan for this pathway would double the current width. As we cannot get heavy plant onto the site, the work would need to be done manually. This would cost in the region of £50,000 to £60,000 and if drainage improvements and cutting back of vegetation was required, this could rise to as much as £80,000. For works on that scale, we would need to look at how many people would benefit vs how many would not support the project – especially as some people view this as an “urban alleyway” in a rural area.

Reply from the Chair

Your petition ends in November and will therefore be presented to the December committee. We can ask for a more detailed study on the improvements required, but cannot promise major improvements.

DRAFT MINUTES – to be formally agreed at the next meeting**4. Virginia West, local resident**

Can anything do done about the entrance to Watchetts Park and Recreation Ground – could it be made one-way in from park road and Watchetts Drive?

Reply from Denis Fuller, SCC Cllr

I know the problem well. We could get in touch with the Rugby Club and get their views and then speak to Highways to see what is possible.

Reply from Rodney Bates, SHBC Cllr

This has come up in the past and been investigated, but residents at Watchetts Drive were not keen on a one-way system. It is not a great entrance to the park but there is no easy solution.

Reply from Vivienne Chapman, SHBC Cllr

Watchetts Recreation Ground belongs to SHBC and is under current review as the Bowling Club has closed and the Rugby Club are looking to extend their premises. I will ask that the entrance is looked at during the review.

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Surrey Heath Local Area Committee
11 December 2014

Annex B

Written Public Questions, Responses and Supplementary questions

Q. Written question from Mr Murray Rowlands, Local Resident

In view of Brooklands College dropping its contract to manage Adult Education for Surrey Heath at France Hill what plans does Surrey CC have to boost Adult continuing education in the Borough? Isn't there a genuine need to for the first time to provide systematic training here?

What is the reasoning behind Surrey's decision to place a technical institute in Guildford (University, Technical College, Business Park) and not here?

A. Response from Chairman on behalf of the Committee:

All providers with contracts with the Skills Funding Agency to deliver training to adults are free to choose the delivery location for their programmes. With the decreased levels of funding and more emphasis on Apprenticeships and less classroom based delivery many FE Colleges are doing less course delivery from third party premises. It is not the County Councils role to fund vocational education. Notwithstanding, it does provide substantive infrastructure to enable its Community Learning and Skills Service to do so. The County is reliant on the Skills Funding Agency to provide sufficient resources to sustain skills development in the adult population.

The University Technical College (UTC) in Guildford is a proposed new school for 14-18 year olds, specialising in engineering and computing. The UTC proposal has been developed by a trust including: CGI, Royal Holloway University of London, Guildford College, Guildford Education Partnership and Surrey County Council. Significant work was undertaken to look at potential locations the first UTC in Surrey. This included consultation with local partners and education providers.

Following this work the trust proposed Guildford as the preferred location for the UTC over other areas based on support from local partners, good rail links to the area, high local concentration of technology companies, demographic growth and fit with school planning and the local education offer.

Q. Written question from Murray Rowlands, Local Resident

Why are so many of the Borough's footpaths like ploughed fields? Is it because utilities and cable companies have unlimited rights to dig up our footpaths and that they are not being required to replace them in an acceptable manner?

A. Response from Chairman on behalf of the Committee:

It is correct that utility companies have a statutory right to undertake work on the public highway. However, these works are regulated by Surrey Highways as the highway authority, and we have a permitting system in place to control these works. Utility companies are required to undertake reinstatements to acceptable standards, and Surrey Highways carry out checks of these works to ensure that this is the case. If there is concern about a specific footpath or footpaths, I would suggest that these are raised through the Surrey Highways reporting system on the County Council website so that these sites can be reviewed and more helpfully responded to.

Q. Written question from Mr Murray Rowlands, Local Resident

It is recognised that the care sector pays very low wages. What steps does Surrey take to insure that firms employed for care of the County's elderly are paying the minimum wage?

B. Response from Chairman on behalf of the Committee:

Please see attached a statement Surrey County Council made in October 2014 about the National Minimal Wage in the care sector.

Q. Written question from SHBC Cllr Judith Trow

Why has Lovelands Lane in Chobham not already been closed to cars, vans and lorries?

The Highways Act 1980 makes clear the reasons for permanent road closures and several of these reasons apply directly to Lovelands Lane.

For example:-

- 1) To prevent damage to the road itself. Severe damage is being caused on a daily basis to the ford which is part of the lane and several hundred thousand pounds worth of damage per year are caused by vehicles being written off by insurers and recovery vehicles attempting to rescue them.
- 2) For the safety of those persons who wish to travel the lane e.g. pedestrians, cyclists, horse riders and young children. There is no footpath and the verges have been completely destroyed by heavy goods vehicles.
- 3) Preservation of the amenity value of the lane and the environmental quality of the adjacent areas. The lane has become a "no go area" for all members of the public who should have the right to enjoy its location and travel through it in relative safety.

Not mentioned in the 1980 act but important to this particular situation is the fact that a safer and more appropriate route takes TWO MINUTES by car and avoids travelling through any part of the lane. No argument can therefore be made that the lane is a vital transport link for commuters and to close it would lengthen journey times.

A. Response from Chairman on behalf of the Committee:

Although the ford in Lovelands Lane can make the road impassable at times of the year, this is no different to other fords on the network. Fords are relatively common in rural areas of the network and they are used frequently by highway users without incident. The depth gauge allows drivers to assess the situation and determine whether to proceed or not at their own risk. In addition, warning signs are located on both Pennypot Lane and Castle Grove Road to warn those who do not use the route regularly that there is a ford ahead.

Closure of any road forming part of the public highway is a last resort action. The highway is not specifically for the benefit of pedestrians, cyclists or horse riders, but for the benefit of the public as a whole. Although closing Lovelands Lane has been considered, it has not been determined necessary based on any of the points raised. However, given the number of vehicles that are reportedly stuck in the ford, we are looking at providing additional warning signage at the Pennypot Lane end. We are also looking at the possibility of providing passing points along Lovelands Lane to reduce the amount of rutting at the edge of the road. Widening the full length of the road was considered, but as this could potentially increase average vehicle speeds and lead to safety concerns this was discounted. The measures proposed will address the issues of concern without the need to close the road. Funding sources are yet to be identified, and these measures will have to be considered in the context of the many other demands for infrastructure improvements we receive.

In addition to the above proposals, Surrey County Council is also looking at the possibility of a separate path on common land adjacent to Lovelands Lane, to give pedestrians, cyclists, and horse riders an alternate route along the road and away from traffic. However, where common land is involved, any changes can be legally complex, and there can be no guarantee of outcome.

Surrey Heath Local Area Committee
11 December 2014

Written Member Questions, Responses and Supplementary questions

Q. Written Member Question from SHBC Cllr Rodney Bates

Surrey County Council are currently undertaking a consultation into the proposed closure of 6 residential care homes including Pinehurst in Camberley which was built less than 25 years ago. This has caused a great deal of concern and anxiety for all those affected and especially older and vulnerable residents.

What measures are therefore being undertaken to ensure that every resident is being fully consulted and especially those residents without family support or close friends?

Is there an independent advocate in place for every affected resident such that their views and needs are taken into account in order to comply with County responsibilities under safeguarding and specifically the Mental Capacity Act and Deprivation of Liberty Safeguards?

Finally, is this a genuine and meaningful consultation such that those in favour of keeping Pinehurst can have confidence in the process or as many people believe, a sham process

with the Council deliberately running down the home over recent months?

A. Response from Chairman on behalf of the Committee:

In planning and delivering the consultation, officers have carefully considered how to inform and engage with residents who have different levels of capacity, and may not have support from family or friends. We have designed specific guidelines to support staff engaging with residents, which takes account of Mental Capacity Act principles, and on which we have sought advice from the council's lead practitioners and legal advisors.

Staff have kept records of discussions with residents and have offered individual support to help people express any opinions that can be taken into consideration as part of the consultation. We are at the stage of consultation only, not actually making a decision about an individual's care as such, which means there is no 'best interest' decision to be made and as such Independent Mental Capacity Advocates have not been engaged to support residents who lack capacity - this would come at a later stage if a decision is made to close a home, and there would be a full assessment of each individual's needs and preferences. The consultation process is inviting feedback from a wide range of people and organisations, including family, friends, carers and significant others - as well as organisations such as Alzheimer's Society and Healthwatch.

While the council has been open about its preferred option, this is a genuine consultation and all feedback will be considered as part of the decision-making process. All consultation responses will be published in full as an attachment to the report back to the council's cabinet in February 2015.

National Minimum Wage (NMW) and Surrey County Council Adults Social Care

The National Minimum Wage Act 1998 creates a minimum wage across the United Kingdom, currently £6.50 per hour for workers aged over 21. The hours that are used in a national minimum wage calculation are dependent upon work type as defined within the National Minimum Wage Regulations 1999. The NMW is enforceable by HM Revenue & Customs (HMRC).

Surrey County Council standard Terms and Conditions of Contract for Residential Care, Residential Care with Nursing, Supported Living Services, Community Opportunities and Short Breaks Services Spot Orders require that –

The Provider shall in all matters arising in the performance of this Agreement comply with all Acts of Parliament and with all Orders Regulations Statutory Instruments and By-laws made with statutory authority by Government Departments or by local or other authorities that shall be applicable to this Agreement and shall indemnify and keep indemnified the Council against the consequence of any breach of its obligations under this Clause.

This contractual obligation includes compliance by the Provider with the National Minimum Wage Act 1998, monitored and enforced by HMRC.

For information, on 1 October 2013 the Department for Business, Innovation and Skills introduced new rules for publicly naming and shaming employers who fail to comply with NMW legislation. The revised scheme removed previous restrictions so that any employer who breaks minimum wage law can be named. The new criteria for naming applies to enquiries that HMRC began on or after 1 October 2013. To date no Surrey County Council social care provider has been named.

Surrey County Council does not condone or encourage payments below the National Minimum Wage. We try in earnest to ensure all providers of social care services comply with appropriate legislation and do not make payments below the National Minimum Wage contrary to that legislation. We take all practical steps to ensure that providers comply with relevant legislation and endeavour to monitor performance of services rendered at all times insofar as is reasonably possible.

In regard to the last tender for Home Based Care, which was undertaken jointly with Surrey Clinical Commissioning Groups in June 2014, we would make the following points –

- In evaluating the tendered rates weighting was given to sustainable pricing (including ensuring that care staff were paid above the UK Living Wage), not simply to the cheapest, in order to ensure that framework contracts were not awarded at untenably low prices.
- Tenderers were required to advise the proportion of their rates that was applicable to care staff. With this element counting for between 60-75% and with an average rate of £15.06 per hour this indicated care staff payments of £9.04 - £11.30 per hour. This compares with the National Minimum Wage of £6.50.

Additionally officers from Adults Social Care further address this issue through discussions with the Surrey Care Association, who act as a single reference point for all Surrey Adult Social Care Providers, with whom we are in regular contact, consultation and joint working through joint Provider Network meetings.

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SURREY HEATH LOCAL COMMITTEE**DATE: 11 December 2014****LEAD OFFICER: CLAIRE SAUNDERS, SENIOR COUNTRYSIDE ACCESS OFFICER****SUBJECT: UPDATE ON PETITION – THE HATCHES, PUBLIC BRIDLEWAY 19 CAMBERLEY & FRIMLEY. TO UPGRADE THE SURFACE TO ALLOW FOR SHARED USE****DIVISION: FRIMLEY GREEN & MYTCHETT****SUMMARY OF ISSUE:**

The above petition closed on 16 November 2014 containing 300 signatures. This issue was introduced during questions at the July 2014 meeting and questions raised at the subsequent meeting in October 2014.

RECOMMENDATIONS:

The Local Committee (Surrey Heath) is asked to note the report and the Enterprise bid.

REASONS FOR RECOMMENDATIONS:**Wording of the Petition**

The hatches bridleway between Frimley Green and Farnborough North station is a narrow tarmac path with grass/mud verges. In the winter, the grass/mud takes over making it very difficult, especially for pedestrians who have to negotiate their way across the puddles and mud. The path is narrow so difficult for cyclists to get past pedestrians which sometimes causes conflict.

We would kindly request that the council consider upgrading the path in the next budget year, or at least reserve funding for improvement in the near future.

An ideal outcome for many people would be a Shared Use route for Pedestrians & Cyclists, perhaps with a simple white line along the centre to segregate the flow of traffic.

1. INTRODUCTION AND BACKGROUND:

Public Bridleway 19 provides a valuable route that connects Frimley Green, Farnborough North Station and the Blackwater Valley path.

A Traffic Regulation Order (TRO) has recently been confirmed on the grounds of public safety, which has restricted equestrian use on this bridleway. However, the public continue to be able to use the route on foot and bicycle.

Although we do not have any records to suggest who may have carried out the work, at some point the surface has been laid with tarmac to an approximate width of 1.2m, There is then a verge and fence on either side of the path. At several points, the path is low lying which can allow puddles to form and washed out mud/silt to then be deposited on the surface. On the whole, the route is acceptable as a rural public bridleway.

The Countryside Access Team recognises the importance of this route for both utility and recreational journeys, however there is no budget currently available for improvement works such as this. In the past, similar routes have been successfully repaired and improved with a product called Fibredec where funds have been made available. This is a reinforced flexible bituminous surface dressing that is durable and is in keeping with the rural nature of the route and can withstand incidents of flooding.

We estimate that it would cost approximately £50,000 to undertake this improvement scheme.

Update

Work has now been completed by the Countryside Access Team to clean off the surface and remove vegetation from the full width of the surfaced footpath. This has significantly improved the available width for users.

Any proposed improvement works would need to raise the level of the path surface, and carry out drainage improvement works to reduce the number of occasions when the path floods. The path surface will also need to be renewed.

Any improvement scheme should consider widening the width of the surfaced section between the fences to capitalise on the available fence to fence width. It would also be beneficial to look at thinning the tree canopy to allow more light onto this public bridleway.

The County Council have submitted a bid to the EM3 Local Enterprise Partnership (LEP) on 16 September 2014 in partnership with Hampshire County Council. The proposals in the bid are for improving routes for cyclists and walkers linking residential areas to railway stations and businesses. The bid is strongly linked to the economy and jobs.

At the time of writing, the EM3 LEP are considering the bid, but it is hoped that an announcement will be made at the beginning of December 2014.

Contact Officer:

Claire Saunders, Countryside Access Officer
Tel: 03456 009009

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (SURREY HEATH)****DATE:** 11 December 2014**LEAD OFFICER:** Duncan Knox**SUBJECT:** ROAD SAFETY OUTSIDE SCHOOLS REPORT – CORDWALLES JUNIOR SCHOOL**DIVISION:** CAMBERLEY EAST

<u>SUMMARY OF ISSUE:</u>
Concern has been expressed over the safety of children arriving and leaving Cordwalles Junior School. This report outlines investigations into the nature and extent of the concerns and possible highway and road safety education improvements to reduce them. These have been developed in accordance with the County Council's Road Safety Outside Schools policy.
<u>RECOMMENDATIONS:</u>
The Local Committee (Surrey Heath) is asked to agree that:
<ul style="list-style-type: none"> (i) Cordwalles Junior School be asked to undertake additional school travel plan and road safety education activities. This will include take up of Teaching Assistant Pedestrian Awareness Skills courses, Park SMART and the setting up of a Walking Bus. The school will be supported in these activities by the County Council's Sustainable Travel Team. (ii) Timing plate signs be installed to ensure that the existing school keep clear markings are enforceable if necessary. (iii) The Local Committee will decide whether to include the suggestion for two raised road tables on Berkshire Road within their forward programme for highway improvements. The committee will then be able to decide whether to allocate funding to these in future years depending upon prioritisation against other schemes throughout Surrey Heath.
<u>REASONS FOR RECOMMENDATIONS:</u>
The recommended school travel plan and road safety education improvements would help to improve road safety and reduce reliance on the car for the school journey. The provision of timing plate signs will make the existing school keep clear markings enforceable if necessary and so may act as an additional deterrent to reduce anti-social parking. The provision of raised road tables would help to provide crossing facilities and will provide reassurance over road safety concerns for those walking, scooting and cycling to school. A successful increase in these modes would contribute to fewer car journeys and less motor vehicle congestion. However the option for raised road tables will need to be prioritised alongside other schemes proposed throughout Surrey Heath. There have not been any road casualties on Berkshire Road outside Cordwalles Junior School and speeds are already comparatively low, so the local committee may consider that there are other sites in greater of need of investment of the limited budget available to them.

1. INTRODUCTION AND BACKGROUND:

- 1.1 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 higher level of vehicle, pedestrian, scooter 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.
- 1.2 Concerns have been expressed over the safety of children arriving and leaving Cordwalles Junior School in Camberley. As a result of this a petition was brought to Surrey Heath Local Committee in March 2014.
- 1.3 This report describes the results of investigations into these issues and presents possible highway and road safety education improvements to address the concerns. These have been developed in accordance with the county council's Road Safety Outside Schools policy approved by county council Cabinet on 24 June 2014

2. ANALYSIS:

Site Description and Existing Infrastructure

- 2.1 Cordwalles Junior School teaches children from ages 7 to 11 (years 3 to 6) and is a two-form entry school. It is worth noting that there are also other schools nearby on the Old Dean Estate including Pine Ridge Infants, Collingwood College and Lorraine School. The school has two pedestrian entrances (though one does not appear to be routinely used) and one vehicle entrance on Berkshire Road, which has a 30 mph speed limit. Berkshire Road does not have any traffic calming, whereas a number of other roads on the Old Dean estate do.
- 2.2 There is a lay-by on the opposite side of the road to the school with room for approximately six cars. An entrance for the local doctor's surgery is located within the lay-by and consequently the lay-by is often occupied by vehicles belonging to people visiting the surgery.
- 2.3 There are good footways on both sides of Berkshire Road. There is guard railing positioned in front of both pedestrian entrances to reduce the risk of any pedestrians proceeding out of the school straight onto the road without stopping and looking. There are school keep clear markings positioned in front of the pedestrian accesses and a further school keep clear marking on the opposite side of the road to the main pedestrian entrance. There is no timing plate indicating the times that the school keep clear markings are in operation which means that the markings are not currently legally enforceable.
- 2.4 There are yellow backed school warning signs on Berkshire Road on the southbound and northbound approaches to the school. There are "SLOW" carriageway markings with a red contrasting background alongside the upright school warning signs.

- 2.5 A school crossing patrol operates on Upper College Ride just to the west of the junction with Berkshire Road. This is a busier and more difficult road to cross compared with Berkshire Road and is a pedestrian desire line for children and parents visiting the other nearby schools too.

Perceived problems

- 2.6 A petition was brought to Surrey Heath Local Committee in March 2014 that highlighted concerns over the safety of children attending Cordwalles Junior School:

"We, the parents, residents and concerned members of this community are urging the Council to assess the lack of road safety measures outside Cordwalles Junior School, Berkshire Road, Camberley. It is becoming increasingly dangerous for our children making their daily journeys to and from school. It is indeed an accident waiting to happen. Therefore we would like the council to implement improved road safety to provide our school children with the safer environment they deserve."

- 2.7 A site meeting was held with the Divisional Member County Councillor Bill Chapman and Borough Member Councillor Rodney Bates on the 6th June 2014. A subsequent site visit with police colleagues, road safety team, sustainability team and local highway engineers took place on the 12th June 2014. The concerns that were raised included the following:

- Inconsiderate parking on Berkshire Road outside the school
- A lack of crossing facilities on Berkshire Road outside the school

Analysis of Road Collision Data

- 2.8 A plot of personal injury collisions recorded by the police covering the period from 1 January 2011 to May 2014 is attached within Annex 1. This does not include collisions resulting in damage only as this is not systematically reported to, or recorded by the police. Information on personal injury collisions throughout Great Britain is available to view via www.crashmap.co.uk or <http://road-collisions.dft.gov.uk>
- 2.9 From the plot can be seen that there have been no personal injury road collisions reported to the police on Berkshire Road in the immediate vicinity of Cordwalles School in the last 3 years. Instead only one collision took place on Berkshire Road at the junction with Horseshoe Crescent. This collision involved a car emerging from Horseshoe Crescent colliding with another car on Berkshire Road and did not involve children and did not take place at school journey times.
- 2.10 Although there have not been any road casualties in the vicinity of Cordwalles School it is acknowledged that road safety fears as expressed by the petition presented by local residents is a genuine concern to local people and can deter more walking, cycling and scooting to school.

Speed Survey Data

- 2.11 A one week speed survey was undertaken outside the school during October 2014, and the data is summarised in Table 1. It can be seen that the average speeds of about 24 mph are well within the existing speed limit of 30 mph.

Table 1: Speed Survey Data Berkshire Road

Location	Date	Direction	Mean Mph	85th percentile* mph
Berkshire Road	7 to 13 October 2014	Northbound	24.5	31.2
		Southbound	24.3	31.4

* The 85th percentile speed is the speed above which the fastest 15 per cent of vehicles were travelling.

Road User Behaviour Observations

- 2.12 A site visit involving county council highway engineers, road safety team, sustainability team and police colleagues took place on the 12th June 2014. The following observations were noted.

- There were a large number of children that walked to school unaccompanied.
- There isn't a single clear desire line for pedestrians crossing Berkshire Road. Pedestrians crossed at either end and at a variety of different locations along the length of Berkshire Road outside the school. Therefore it is unlikely that one single crossing facility would be used by all the pedestrians visiting the school.
- There were at least three vehicles that stopped on the advisory school keep clear markings to drop children off.
- There is a bus stop opposite the school used by a small number of pupils. After being dropped off the bus driver remained stationary intentionally to allow school children to cross the road in front of the bus.
- There were at least 30 people using the school crossing patrol on Upper College Ride. The school crossing patrol expressed concern over her location as there were often parked cars obscuring the visibility between her and on-coming vehicles. Some of these were parked legally on the north side and others were parked illegally on the south side of Upper College Road. Consequently it was decided there and then to move the location of the crossing patrol to be closer to the Berkshire Road junction so as to be further away from the legally parked cars on the north side of the road. There are a number of vehicles that are parking illegally on the south side of Upper College Ride. This will be reported to the Borough Council parking enforcement colleagues.

School Travel Plan and Road Safety Education

- 2.13 The county council provide resources for schools to encourage pupils to choose sustainable transport choices wherever practical. The following are the road safety, travel planning and sustainability activities that Cordwalles Junior School currently undertake:
- Bikeability Training Level 1 & 2. This is an on and off road cycle training courses carried out in years 5 and 6 (9 and 10 year olds). There is a £11 charge for level 1, and £22 for level 2 courses, and a reduced rate for those eligible for free school meals. The vast majority of the children at the school take up this training.
 - School Travel Planning. The school first produced a travel plan in 2007 and this would have made the school eligible for a government grant to purchase equipment to encourage sustainable travel to and from school. The school travel plan will need to be reviewed and updated.
- 2.14 The following are other road safety, travel planning and sustainability activities that are made available by the county council but Cordwalles School have not previously undertaken:
- Teaching Assistant Pedestrian Awareness Skills course. This enables the school to be able to provide pedestrian awareness courses for years 3 and 4 (8 & 9 year olds). This would include practical training within the area immediately surrounding the school.
 - Park SMART. This is carried out by the county council's Sustainability Team and the Casualty Reduction Officer from Surrey Police. A number of children from the school are taken out prior to the afternoon peak to look at parental parking behaviour. They identify with the help of officers vehicles that are parking inconsiderately or obstructing residential properties and then an advisory leaflet is filled out by the children and left on the windscreen of the car or given directly to the driver.
 - Walking Bus. This is a measure used to encourage walking to school consisting of a coordinated line of children wearing high visibility tabards operated by parent volunteers.

3. OPTIONS:

Possible Highway Improvements

- 3.1 The existing school keep clear markings are not currently legally enforceable due to the absence of any timing plate signs erected on the footway to indicate the times of operation. Although the flouting of the advisory markings did not appear to be a chronic problem, making the markings enforceable may act as an additional deterrent. Following the latest parking review for Surrey Heath, it is understood that timing plates are already scheduled to be installed in the spring of 2015.

ITEM 7

- 3.2 Two raised tables could be provided, one at either end of Berkshire Road. One could be positioned in the vicinity of the existing school warning signing at the northern end, south of the junction with Wimbledon Road. The other could be positioned in the vicinity of the existing school warning signing at the southern end of the road to the north of the junction with Hampshire Road.
- 3.3 Positioned alongside the school warning signs the raised tables would create a gateway to emphasise the need for careful driving as well as slowing vehicles on both approaches to the school. Being on a bus route the road tables would have plateau at least 6m long. A different coloured surface could be provided on the top of the raised table to highlight the crossing point. It would be preferable to provide two raised tables on both approaches to the school rather than a single crossing facility due to the fact there was no single clear pedestrian desire line. The road tables would cost about £30,000 and would be subject to formal public consultation.
- 3.4 Alternatively it would be possible to proceed with providing timing plates so that the school keep clear markings are enforceable without the raised road tables. There haven't been any road casualties on Berkshire Road and the existing speeds are fairly low. It may be considered that there are other schemes in Surrey Heath area that have more casualties and a greater road safety problem that may be in greater need of investment by the local committee using the limited budget available to them.
- 3.5 A 20 mph scheme would provide benefits in helping to encourage even slower vehicle speeds and encourage more and safer walking, cycling and scooting. However a 20 mph scheme would only be worthwhile if implemented across a wider area of the Old Dean estate rather than only on a limited stretch of Berkshire Road. For a 20 mph scheme to be successful across a wider area of the Old Dean estate some roads may need traffic calming, whereas it is likely that the vast majority of roads would not require traffic calming as the average speeds are probably already at or below 24 mph. This option would require a more detailed feasibility study including speed surveys. The cost of any such scheme would depend on the extent of the scheme and number of roads requiring traffic calming, but would be likely to be substantially greater than the proposed road tables for Berkshire Road.

School Travel Plan and Road Safety Education

- 3.6 It is recommended that the school undertake the following school travel plan and road safety education activities:
- Complete a School Travel Plan
 - Teaching Assistant Pedestrian Awareness Skills course
 - Park SMART
 - Walking Bus

4. CONSULTATIONS:

- 4.1 A meeting was held with the Divisional Member Councillor Bill Chapman and Borough Councillor Rodney Bates to understand the perceived problems on the 6th June 2014. Site visits were subsequently undertaken with the Divisional Member Councillor Bill Chapman and Borough Councillor Rodney Bates, police colleagues, local highway engineers, road safety team and sustainable travel team. The Divisional Member has subsequently been presented with the proposed options.
- 4.2 The School Leadership have been presented with the options within this report and are welcoming of the fact that timing plates will be installed so that the school keep clear markings will be enforceable if necessary. They are also supportive of the suggestion for two raised road tables on Berkshire Road. The School Leadership have indicated that their ideal scenario would be for the entire Old Dean estate to become a 20mph zone but are understanding of the fact that this would be a costly undertaking.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The recommended school travel plan and road safety education activities could be delivered using existing staff resources. Estimated costs of the highway improvements are about £30,000.
- 5.2 There would be substantial financial savings to society through investment in highway improvements that successfully reduce road collisions. There would also be benefits to the local economy if the measures successfully encourage more walking, scooting and cycling and hence reduce road traffic congestion on local roads. Research has shown that people walking and cycling are more likely to visit local shops.
- 5.3 The proposals presented here would need to be prioritised alongside other potential schemes within Surrey Heath using the scheme assessment process to ensure value for money. This will take into account the likely effect of the proposals on congestion, accessibility, safety, economy and future maintenance liabilities.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 This report has been created in accordance with the council's Road Safety Outside Schools Policy which has been subject to Equality and Diversity Impact Assessment. Highway improvements are subject to independent road safety audit which take into account the needs of all road users including those with mobility impairment.

7. LOCALISM:

- 7.1 The proposals presented within this report have been developed following consultation with the local Divisional Member, Borough Councillor and School Leadership. If implemented they would help to reduce local fears over road safety and may therefore encourage more walking, cycling and scooting to Cordwalles Junior School. This may help reduce car journeys, anti social parking and congestion which have a negative impact on the local community.

8. OTHER IMPLICATIONS:

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

8.1 Crime and Disorder implications

The proposals would contribute to reduced anti-social driving and parking.

8.2 Sustainability implications

The proposals would reduce road danger and encourage more sustainable modes of travel. This would result in fewer carbon emissions and less air pollution.

8.3 Public Health implications

The proposals would encourage active travel which improves the health of the participants.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 Concern has been expressed over the safety of children arriving and leaving Cordwalles Junior School. Investigation has been undertaken in accordance with the county council's Road Safety Outside Schools policy. This has included assessment of the history of road collisions, traffic speeds, site observations and assessment of the school travel plan and road safety education activities delivered by the school.
- 9.2 Consequently it is recommended that Cordwalles Junior School will be asked to undertake additional school travel plan and road safety education activities. This will include take up of Teaching Assistant Pedestrian Awareness Skills courses, Park SMART and the setting up of a walking bus. The school will be supported in these activities by the county council's Sustainable Travel Team.
- 9.3 Timing plate signs to ensure that the existing school keep clear markings are enforceable are already scheduled to be installed in the spring. An option to provide two raised road tables at either end of the scheme has been suggested. These would help to reduce traffic speeds, and would provide improved crossing facilities. This would improve the road environment to encourage more walking, scooting and cycling to school. A successful increase in these modes would contribute to fewer car journeys and less motor vehicle congestion. However there haven't been any road casualties on Berkshire Road and the existing speeds are fairly low. It may be considered that there are other schemes in the Surrey Heath area that have more casualties and a greater road safety problem that may be in greater need of investment of the limited budget available to the local committee.

www.surreycc.gov.uk/surreyheath

Recommendations

- 9.4 The Local Committee (Surrey Heath) is asked to agree that
- (i) Cordwalles Junior School will be asked to undertake additional school travel plan and road safety education activities. This will include take up of Teaching Assistant Pedestrian Awareness Skills courses, Park SMART and the setting up of a Walking Bus. The school will be supported in these activities by the county council's Sustainable Travel Team.
 - (ii) Timing plate signs will be installed to ensure that the existing school keep clear markings are enforceable if necessary.
 - (iii) The Local Committee will decide whether to include the suggestion for two raised road tables on Berkshire Road within their forward programme for highway improvements. The committee will then be able to decide whether to allocate funding to these in future years depending upon prioritisation against other schemes throughout Surrey Heath.

10. WHAT HAPPENS NEXT:

- 10.1 The Sustainable Travel Team will work with the school to introduce the recommended additional school travel plan and road safety education activities.
- 10.2 Timing plate signage will be installed in the spring so that the existing school keep clear markings will be enforceable if necessary.
- 10.3 If the local committee agree with the proposals, then the Area Highways Team will incorporate these into the forward plan scheme assessment process to compare them with other schemes throughout Surrey Heath. This will take into account the likely effect of the proposals on congestion, accessibility, safety, economy and future maintenance liabilities.

Contact Officer:

Duncan Knox Road Safety Team Manager
0208 541 7443

Rebecca Harrison Sustainability Community Engagement Team Leader
01483 517515

Consulted:

Divisional Members, Surrey Police, School Leadership

Annexes:

Annex A: Collision plot

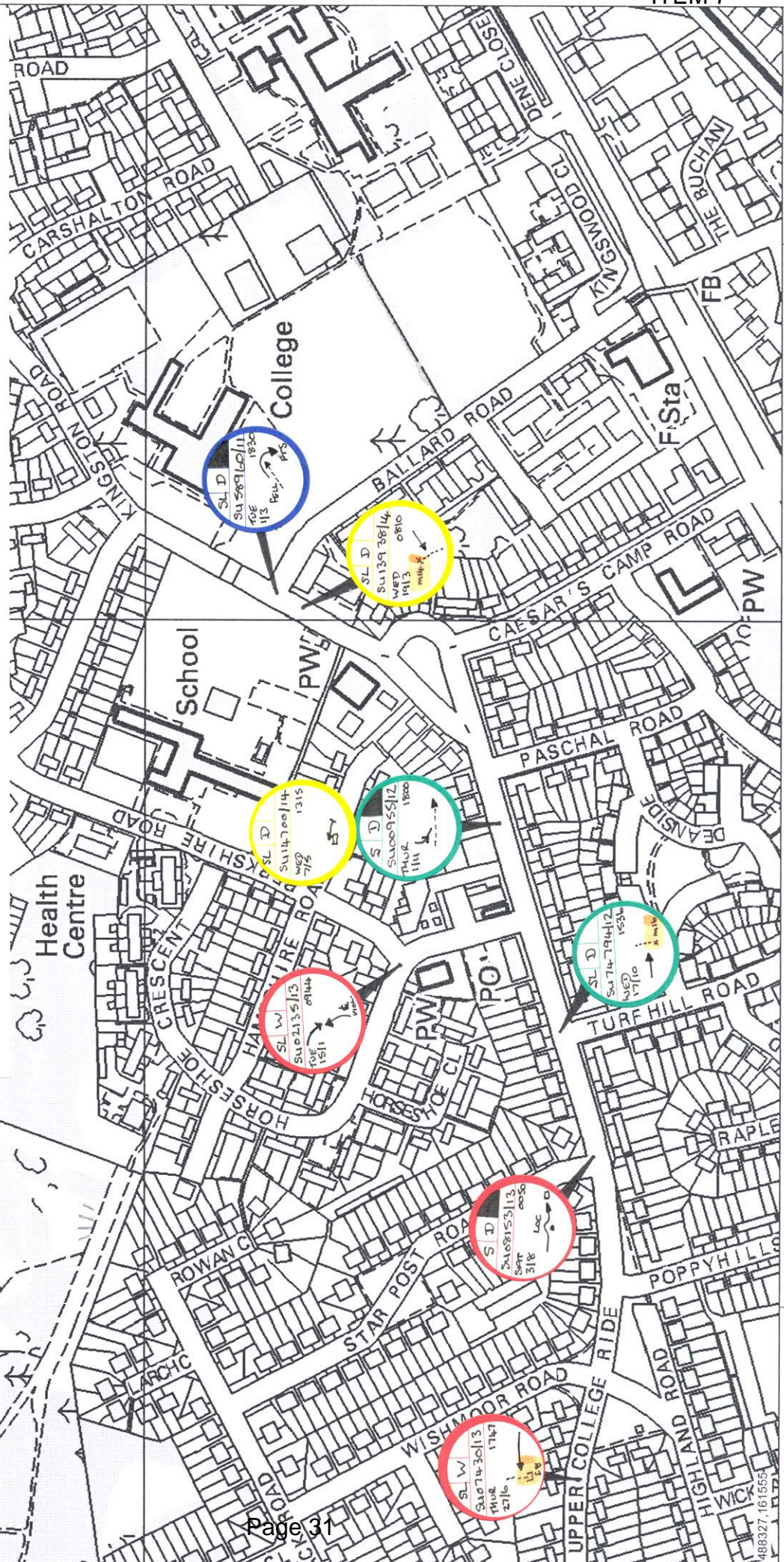
Sources/background papers:

Surrey County Council's policy Road Safety Outside Schools

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Cordwalles Junior School 3 Year Collision Data

Year	J	F	M	A	M	J	J	A	S	O	N	D	Tot	F	S	SI	Dark	Wet	Skid	LoC	R/T	s veh	Ped	P/C	M/C	Outing				
11													1			1						1								
12			1							1	1		2	1	1	1							1							
13						1							3	1	2	2							1							
14			1			1							2		2								1							
Totals																														



Date: 18/06/2014

Surrey County Council, LA076872, 1998.

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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (SURREY HEATH)****DATE: 11 DECEMBER 2014****LEAD OFFICER: ANDREW MILNE****SUBJECT: PETITION RESPONSE – THE AVENUE AND HEATHERLEY ROAD****DIVISION: CAMBERLEY WEST****SUMMARY OF ISSUE:**

To respond to the question received by Surrey Heath Local Committee on 2 October 2014, worded as follows:

“There is an urgent need for traffic reduction and calming methods to be employed in these residential roads.

18 months on from our first petition, was The Avenue added and ranked within the ITS works program as per item 4 of agenda to meeting 5th December 2013? Could we please have an update, are the ITS works program tables published? Do the Council accept that while increasing visitor numbers and revenues in to Camberley, they also have a duty to protect the amenity of residents and rate payers living near to what is already a choked town centre? How is this to be delivered, other than the A30 plan?”

RECOMMENDATIONS:

The Local Committee (Surrey Heath) is asked to:

- (i) Note the contents of this report.

REASONS FOR RECOMMENDATIONS:

With improvements already planned in and around Camberley Town Centre, traffic levels and behaviour on The Avenue will change over the next few years. Changes are expected to the amount of traffic using The Avenue and surrounding roads as an alternative to London Road (A30) and Frimley Road (B3411).

A scheme to Traffic calm The Avenue, Camberley, was added to the ITS scheme list. However, this ranks 36th out of 43, and must be considered as a low priority in comparison to other requested schemes.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Avenue is a D-class road, approximately 800m in length. The road connects London Road (A30) and Frimley Road (B3411). The road generally runs north-south apart from a section of road near the junction with Frimley Road. The road is linked to the town centre via Southwell Park Road and is in close proximity to two schools and nurseries.
- 1.2 The majority of The Avenue is covered by the Camberley Controlled Parking Zone. This includes formalised parking restrictions between London Road and Seaton Road. Other parking restrictions are located on The Avenue between Frimley Road and Donnington Close but parking is largely uncontrolled between Seaton Road and Donnington Close.
- 1.3 Heatherley Road is a D-class road, approximately 450m in length. The road is shaped as a horse shoe with The Avenue, connecting both ends some 340m away from each other. Access from Heatherley Road to Frimley Road (B3411) can be sought via Woodway and Woodlands Road. This is seen by residents as an alternative route to the A30 when congestion builds up.
- 1.4 Surrey Heath Local Area Committee received a petition on 3 October 2013 requesting traffic calming along the length. A response to the petition was provided at the meeting on the 5 December 2013.
- 1.5 In line with the conclusion of the petition response, a scheme to traffic calm The Avenue was added to the ITS scheme list and scored. However, the scheme was not considered for funding in the forthcoming financial year due to impending major improvements along the A30 and at the junction between the A30 and the A331, sometimes referred to as Meadows Gyratory. This was in line with the recommendations of the previous response.

2. ANALYSIS:

- 2.1 Following the recommendations of the previous petition response, traffic calming The Avenue was added to the ITS scheme list and scored in line with the data available. However, the resulting score is low in comparison to other schemes already identified throughout the borough (36th out of 43).
- 2.2 Since the last response, Surrey County Council has had confirmation that the bid for funds to improve the flow of traffic along the A30 and A331, including the junction, also known as the Meadows Gyratory, has been approved. The scheme is currently expected to start in 2015.
- 2.3 Given the successful bid for funds, and in line with the previous response, the Traffic Calming scheme for The Avenue was not included in the original list of schemes for funding in the upcoming financial year.
- 2.4 There is a second bid currently being considered by the Local Enterprise Partnership for the area. The bid is to improve the traffic flow in and around Camberley Town Centre. The Local Enterprise Partnership is set to decide on the bid in January 2015.
- 2.5 Earlier in the year, Surrey Heath Borough Council adopted the Camberley Town Centre Area Action Plan to outline planned improvements within the town up until 2028. The document included improvement of accessibility to

the town centre by all modes of transport and included both sustainable methods of transport as well as the road network and parking facilities.

2.6 The residents have made clear in the past that vertical traffic calming is their preferred method of traffic calming. However, during further discussions, it was mentioned that they understood that it may not be appropriate along all of The Avenue. However, signage alone is not supported.

2.7 Whatever the extent of the works could be, this cannot be considered in isolation, as the major schemes will affect the movement of traffic in and around Camberley, including along The Avenue. Until these schemes are complete, it is unknown whether traffic calming would be necessary.

3. OPTIONS:

3.1 Option 1 - Wait for the outcome of the upcoming improvements in and around Camberley before considering funding any scheme on The Avenue, other than maintenance. Reassess the situation on The Avenue once the impacts of the major schemes have had time to take effect. This is the recommended option.

3.2 Option 2 - Consider funding traffic calming along The Avenue in the available capital funds in the upcoming financial years. The scheme should be considered against other schemes on the ITS scheme list.

4. CONSULTATIONS:

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

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

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

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

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

7. LOCALISM:

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

8. OTHER IMPLICATIONS:

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

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 A scheme to Traffic calm The Avenue, Camberley was added to the ITS schemes list. However, the scheme has been ranked 36th out of 43, and is a low priority.
- 9.2 With the successful bid for improvements to the A30 and A331, and the second bid for additional funds to improve the A30 and Camberley Town Centre being considered early 2015, the traffic flow around Camberley is expected to change over the next three or more years.
- 9.3 As well as the planned improvements to the highway network through the above schemes, Surrey Heath Borough Council's Camberley Town Centre Area Action Plan has identified other improvements to the area when funds become available.
- 9.4 It is recommended that no planned funds are allocated towards traffic management along The Avenue until Surrey Highway's major schemes for the area have been completed. Once the effect of these schemes has been determined, the situation may be reassessed and the priority altered in line with the findings.

10. WHAT HAPPENS NEXT:

- 10.1 It is recommended that the scheme for traffic calming The Avenue is retained on the ITS scheme list for consideration. If the scheme is still on the list at the end of the improvements in the area, the scheme is reassessed and reprioritised in line with the findings.

Contact Officer:

Peter Orchard, Traffic Engineer (Surrey Heath) – 03456 009 009

Sources/background papers:

- THE AVENUE, CAMBERLEY – RESPONSE TO QUESTION REGARDING TRAFFIC CALMING MEASURES – LOCAL COMMITTEE (SURREY HEATH) 5 DECEMBER 2013 [ITEM 4]

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (SURREY HEATH)****DATE:** 11 December 2014**LEAD OFFICER:** Duncan Knox**SUBJECT:** ROAD SAFETY OUTSIDE SCHOOLS REPORT – RAVENSCOTE SCHOOL**DIVISION:** HEATHERSIDE AND PARKSIDE**SUMMARY OF ISSUE:**

Concern has been expressed over the safety of children arriving and leaving Ravenscote School and the associated congestion caused by school journey traffic. This report outlines investigations into the nature and extent of the concerns, and possible highway and road safety education improvements to reduce them. These have been developed in accordance with the County Council's Road Safety Outside Schools policy.

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

- (i) Ravenscote Junior School has completed Teaching Assistant Pedestrian Awareness Skills courses which have been well received. The school will be supported by the county council's Sustainable Travel Team in the creation of a Walking Bus, and Park SMART initiatives.
- (ii) The highway improvement proposals presented within this report are added to the list of possible future highway improvements for Surrey Heath. The local committee will then decide whether to allocate funding from their future annual budget for highway improvements. This will depend upon the extent of the problem and the estimated costs compared with other schemes, and the funds made available to the local committee.

REASONS FOR RECOMMENDATIONS:

These highway measures would help to reduce traffic speeds and reduce antisocial parking and so would reduce risk of collisions and improve the road environment to encourage more walking and scooting to school. A successful increase in these modes would contribute to fewer car journeys and less motor vehicle congestion. However the measures at this site would need to be prioritised alongside other schemes across Surrey Heath. The recommended school travel plan and road safety education improvements would also help to improve road safety and reduce reliance on the car for the school journey.

1. INTRODUCTION AND BACKGROUND:

- 1.1 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 higher level of vehicle, pedestrian, scooter 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.
- 1.2 Concerns have been expressed over the safety of children arriving and leaving Ravenscote Junior School in Camberley following recent incidents resulting in injuries to children. There have also been ongoing concerns over the behaviour of parents parking inappropriately on Upper Chobham Road and Old Bisley Road and the congestion caused by school journeys. It is thought that this includes parents of children attending Tomlinscote School too.
- 1.3 This report describes the results of investigations into these issues and presents possible highway and road safety education improvements to address the concerns. These have been developed in accordance with the county council's Road Safety Outside Schools policy approved by county council Cabinet on 24 June 2014. It also describes consideration of a suggestion to develop a car park for use by school parents on the south side of Old Bisley Road in woodland owned and managed by Frimley Fuel Allotments Charity.

2. ANALYSIS:

Site Description and Existing Infrastructure

- 2.1 Ravenscote Junior School teaches children from ages 7 to 11 (years 3 to 6) and is the largest junior school in Surrey with over 600 pupils. It is worth noting that there are several other schools close by including Tomlinscote Secondary School, Carwarden House Community School, St Augustine's Catholic Primary School and The Grove Primary School which add to the level of traffic and congestion on the local roads during school journey peak times.
- 2.2 Upper Chobham Road has already benefitted from investment to improve road safety and accessibility for pedestrians. In July 2006 the Surrey Heath Local Committee approved the implementation of a new footway on the eastern side of the road. Consequently there are footways at least 1.8 m wide on both sides of the road throughout the length. The Surrey Heath Local committee also approved a new 30 mph speed limit which was implemented in January 2013 (reduced from 40 mph). A school crossing patrol operates next to the school pedestrian-only entrance and there is pedestrian guard railing on both sides of the road and dropped kerbs and tactile paving at the crossing point. There are also school flashing signs on the northbound and southbound approaches to the school crossing patrol.
- 2.3 There are advisory school keep clear markings on both sides of the crossing point. These do not have timing plates, and so are not enforceable. There are no other parking restrictions on this stretch. There are two vehicle activated signs (one on each side of the road to the north of the school entrance),

installed in July 2013, which will illuminate to remind drivers of the 30 mph speed limit if they are travelling too fast. There are driveways and entrances on the north-western side of the road opposite the school site including an entrance to St Francis Church car-park about 20m from the school crossing patrol site.

- 2.4 Old Bisley Road has a 30 mph speed limit with a pedestrian refuge positioned in the centre of the road about 30m from the mini-roundabout junction with Upper Chobham Road. There is a footway on the north-side of the road adjacent to the school site, with hazard marker posts along much of this footway from the mini-roundabout junction to the school entrance. It is understood that they were introduced some years ago to deter parking on the pavement.
- 2.5 There are two vehicular entrances to the school site on the north side of the road. One provides access to the caretaker's bungalow and is also used for goods deliveries. The other is the main vehicle entrance to the school with pedestrian gates on either side of the vehicle entrance. On the south side of the road there is a footway between the mini-roundabout junction and the pedestrian refuge, but no footway along the rest of the length. There is a layby on the south-side opposite the school site, with a gravel surface, with room for about 10 cars, but no footway or crossing point. There are school warning signs (without flashing lights) on both approaches to the school entrance. There are advisory school keep clear markings on the north side on both approaches to the school vehicle and pedestrian entrance. These do not have timing plates, and so are not enforceable. There are no other parking restrictions on this stretch though there are a number of "h-bar" access protection advisory markings across the entrances to residential properties on the north side to the east of the school entrance.
- 2.6 It is worth noting that on Chobham Road (which adjoins Upper Chobham Road and Old Bisley Road) there is traffic calming in the form of raised zebra crossings, speed cushions and a raised road table to manage speeds and help pedestrians cross the road in the vicinity of Tomlinscote Secondary School. In contrast Upper Chobham Road and Old Bisley Road do not have any vertical traffic calming to manage speeds or formal crossings in the vicinity of Ravenscote Junior School.

Perceived problems

- 2.7 A meeting was held with the Divisional Member Councillor David Ivison, police colleagues, the school senior management team, representatives of the governing body, and representatives of local residents on 31 March 2014. The concerns that were raised included the following:
- Recent incidents resulting in serious injuries to children and conflict between motorists.
 - Inconsiderate parking on Upper Chobham Road where vehicles were blocking resident's driveways, obstructing footways used by parents and children, and parking on the roundabout junction with Old Bisley Road.
 - A lack of crossing facilities and footway on sections of Old Bisley Road.

- 2.8 A request was also made by Cllr Ivison to consider the feasibility of developing a car park on the south side of Old Bisley Road in woodland owned and managed by Frimley Fuel Allotments Charity.

Analysis of Road Collision Data

- 2.9 A plot of personal injury collisions recorded by the police covering the period from 1 January 2008 to May 2014 is attached within Annex A. Table 1 below summarises the number of injury collisions in the vicinity of the school over last three calendar years plus the current year 2014 to the end of May. This does not include collisions resulting in damage only as this is not systematically reported to, or recorded by the police.

Table 1: Collisions in the vicinity of Ravenscote Junior School from January 2011 to end of May 2014

Road	Collisions			
	Fatal	Serious	Slight	Total
Upper Chobham Road	0	1	2	3
Old Bisley Road	0	1	1	2
Junction of above	0	1	0	1
Total	0	3	3	6

- 2.10 The above collisions resulted in injuries to 7 casualties, 3 of these were children under the age of 16. The child casualties and circumstances of these are summarised below:
- Collision between taxi emerging from the entrance to Carwarden House Community School (on Upper Chobham Road), and male cyclist aged 15 at 09:11, Thursday 20 September 2012, leading to slight injury to cyclist.
 - Collision between southbound car and female pedestrian aged 11 crossing Upper Chobham Road towards Ravenscote school to the north of the school pedestrian entrance at 15:50, Wednesday 4 September 2013, leading to serious injury to the pedestrian. It is understood that the pedestrian was a Tomlinscote School pupil.
 - Collision between eastbound car and female pedestrian aged 10 crossing from stationary vehicle on westbound side of Old Bisley Road approximately 115m west of the junction with The Ridings at 08:40, Thursday 6 March 2014 leading to serious injury to pedestrian. It is understood that the pedestrian was a Ravenscote School pupil.
- 2.11 Although any one collision resulting in road casualties is one too many, the collision history around the school does not represent a very concentrated pattern of collisions compared to many other sites across Surrey. (Information on personal injury collisions throughout Great Britain is available to view via www.crashmap.co.uk).
- 2.12 None-the-less there have been serious injuries to two child pedestrians near Ravenscote school in the last three years taking place at school journey times (one being a Ravenscote School pupil, and the other a Tomlinscote School pupil). As well as the effect on the individuals involved, this increases the fear of road danger across the school community which may deter more walking and scooting to the schools.

Speed Survey Data

- 2.13 Speed surveys have been conducted by police colleagues using speed detection radar boxes that are attached to lamp columns to measure speeds without drivers knowing they are there. Speeds were collected for a one week period in each instance. The following Table 2 summarises the data collected. The Upper Chobham Road used to have a 40 mph speed limit which was changed to 30 mph during January 2013.

Table 2: Speed Survey Data

Location	Date	Direction	Mean mph	85 th percentile* mph
Upper Chobham Road Near school entrance	March 2012 (40 mph limit)	Northbound	37	43
		Southbound	40	48
Upper Chobham Road Near school entrance	March 2014 (30 mph limit)	Northbound	35	42
		Southbound	35	42
Old Bisley Road Near school entrance	March 2014 (30 mph limit)	Eastbound	33	42
		Westbound	33	39
Old Bisley Road Near Fern Close	March 2014 (30 mph limit)	Eastbound	36	42
		Westbound	34	39

* The 85th percentile speed is the speed above which the fastest 15 per cent of vehicles were travelling.

- 2.14 It can be seen that since the implementation of the 30 mph speed limit (along with supporting vehicle activated signs) on Upper Chobham Road, the mean speed has reduced from 37 and 40 mph northbound and southbound respectively, to 35 mph in both directions. The 85th percentile speed has reduced from 43 and 48 mph northbound and southbound respectively to 42 mph in both directions. Therefore although the new speed limit has been successful in reducing vehicle speeds, there are still a substantial proportion of vehicles exceeding the speed limit.
- 2.15 It should be noted that speeds during the weekday peak hours outside the school entrances on Upper Chobham Road and Old Bisley Road are substantially reduced, with measurements showing a typical mean speed of between 26 to 28 mph and 85th percentile speed of between 34 and 37 mph on Upper Chobham Road. There is a typical mean speed of between 23 to 25 mph and 85th percentile speed between 31 and 34 mph on Old Bisley Road. Site observations have confirmed very slow speeds for a short period of time during the school drop off and pick up periods lasting 15 to 30 minutes. However outside of these 15 to 30 minute periods speeds were seen to increase again.

Post Code and Sustainable Travel Data

- 2.16 A survey conducted as part of the School Travel Plan review in 2013 shows that currently over half the school population travels to the school by car. Children and parents were also asked as to how they would prefer to travel to school and more than two thirds said they would like to be able to walk, but fear over the safety of children is one of the main barriers. A map showing the distribution of pupils at Ravenscote Junior School by postcode is presented within Annex B. This highlights that the catchment area is relatively small, and therefore there is potential for increasing the proportion who walk or scoot to the school.

Road User Behaviour Observations

- 2.17 A site visit involving county council highway engineers, road safety team, sustainability team, the local councillor David Ivison and police colleagues was undertaken on the morning of 29 April 2014. The following observations were noted.

Upper Chobham Road:

- More than 150 children and parents crossed using the school crossing patrol safely.
- The St Francis Church car park was used by a number of parents. The car park entrance has room for only one vehicle at a time to enter or exit the site. This resulted in additional congestion as vehicles took turns to enter or exit the car park. It is understood that the car park is allowed to be used by parents only through the goodwill of the owners, and it cannot be assumed that the car park will always be available for use in this way.
- There was a large number of vehicles parked on the northwest side of the road opposite the school, half on the footway. Some of these temporarily blocked private driveways (especially on the stretch between the mini-roundabout junction and the approach to the St Francis Church car park entrance). The parking obstructed visibility on the approach to the car park entrance, on the northbound exit of the mini-roundabout and partly obstructed pedestrian access along the footway (especially parents with pushchairs).
- A number of vehicles travelling southbound towards the mini roundabout dropped off children whilst in a queue of very slow moving traffic.
- The footway on the south-side adjacent to Ravenscote school was mainly used by secondary school children travelling to Tomlinscote School.
- The advisory school keep clear markings were well observed with no infringements observed at the time of the site visit. It is reported that there are occasional infringements at other times.
- There was no parking on the south (school side) of the road. This was thought to be because there are no private entrances with dropped kerbs to use to mount the footway.

Old Bisley Road:

- During the morning peak only a small number (approximately 20 people) were observed using the pedestrian refuge at the western end near the mini roundabout. However during the afternoon school peak hour 106 crossing movements were observed in the direction of Upper Chobham Road. There was cooperation and interaction between groups of pedestrians using the refuge and motorists allowing them to cross in slow moving traffic. The pedestrians crossing at this point were mostly secondary school children.
- During the morning peak three motorists were observed dropping children off within the advisory school keep clear markings to the west of the school pedestrian/vehicle entrance. It is understood that this occurs regularly.
- A number of vehicles parked to the east of the school entrance, but not blocking private driveways.
- A number of vehicles parked in the layby on the southside of the road and the users then crossed the road next to wherever they had parked (there was no single preferred crossing point).

School Travel Plan and Road Safety Education

2.18 The following are the road safety, travel planning and sustainability activities that Ravenscote school undertake at the time of the initial assessment:

- Bikeability Training Level 1 & 2. This is an on and off road cycle training courses carried out in years 5 and 6 (9 and 10 year olds). There is a £11 charge for level 1, and £22 for level 2 courses, and a reduced rate for those eligible for free school meals. Most children complete this training.
- Road Safety Assemblies. The school carry out assemblies on Road Safety Education.
- School Travel Planning. The school first produced a travel plan in 2007 and this would have made the school eligible for a government grant to purchase equipment to encourage sustainable travel to and from school. The school have a large covered cycle shelter which could cater for 30 cycles, (however there is reluctance to cycle along Upper Chobham Road or Old Bisley Road). The school travel plan has been reviewed and updated fairly regularly and another update is due. The school have requested assistance with funding of a scooter parking pod as many of the years 3 and 4 (7 and 8 year old) children come to school by scooter. This will be part funded via a Sustainable Travel Grant.
- School Speed Watch. This is carried out by the county council's Community Engagement Team and the Casualty Reduction Officer from Surrey Police. Year 6 (10 year old) pupils interview drivers that have been caught speeding along the road outside the school, instead of the police issuing the usual penalty. Although the school have carried this out in previous years they have not taken this opportunity up recently.

3. OPTIONS:

- 3.1 The following highway measures are being proposed so as to reduce anti-social parking near the school that causes vehicle congestion and blocking of footways for pedestrians. Improved crossing facilities are also proposed so as to encourage more walking and scooting. If measures to reduce congestion are successful then there is the possibility of increased vehicle speeds. Therefore measures are also proposed to help manage vehicle speeds in the vicinity of the school. These will also help reduce the risk of collisions for all road users and improve the feeling of safety for pedestrians.
- 3.2 It is suggested that the measures for Old Bisley Road and Upper Chobham Road could be considered as two separate schemes for which funding could be allocated in two separate stages. It is suggested that Upper Chobham Road would be the priority as this is where the most pedestrian crossing movements take place. The total estimated cost for implementation of the measures is £50,000 for Upper Chobham Road and £30,000 for Old Bisley Road.

Upper Chobham Road

- 3.3 **Parking restrictions (estimated cost £5,000).** Parking restrictions indicated by double yellow lines would be installed on the north side of Upper Chobham Road from the mini roundabout junction with Chobham Road to the junction with The Fairway. Parking restrictions would also be installed on the south side of Upper Chobham Road from the mini roundabout junction with Chobham Road up as far as the school entrance. School keep clear markings would be retained in the vicinity of the existing crossing point. These controls would prevent cars parking along the Upper Chobham Road partially blocking the footway or temporarily blocking private driveways and would also help reduce congestion on the Upper Chobham Road.
- 3.4 Vehicles would still be able to park on the school side of the road to the north of the school entrance. It is thought that they would be less likely to mount and block pavements when doing so as there are no dropped kerbs or driveways on the south (school) side of the road along this stretch. Allowing vehicles to park on this section would also mean that children would not need to cross the road to get between their vehicle and the school entrance. This arrangement would be subject to monitoring and if this arrangement does not work then further parking restrictions could be considered on this stretch in the future too.
- 3.5 It is possible that these measures could result in displacement of some parking to other nearby side roads such as The Fairway and Evergreen Road. It would be preferable for school children to alight from parked vehicles on these quieter residential cul de sac roads and then walk to the school entrance using an enhanced crossing point as this would be safer and would result in less congestion on the Upper Chobham Road, which is a busy local through route.
- 3.6 **Raised road table (estimated cost £25,000)** This would be located at the point of the existing school crossing patrol and encourage slower vehicle speeds in the vicinity of the crossing point and would make crossing the road easier where the school crossing patrol would continue to operate. Examples

of similar raised tables can be seen nearby on Deepcut Bridge Road or on Chobham Road near the junction with Tomlins Avenue.

- 3.7 **Speed cushions (estimated cost £15,000)** A pair of speed cushions (consisting of a square traffic calming hump in the middle of each running lane) would be provided to the south of the raised road table described above and would be positioned between the raised road table and the roundabout junction with Chobham Road. Another pair of speed cushions would be provided to the north of the raised road table. These cushions would assist in slowing vehicles down on the approaches to the school entrance so as to reduce the risk of collision and reduce the fear of higher speed vehicles for pedestrians. Signing would be installed to warn southbound motorists of the traffic calming ahead. Examples of such speed cushions can be seen nearby on Chobham Road.
- 3.8 Along with estimated design costs of £5,000, the above highway improvements on Upper Chobham Road are estimated at £50,000.

Old Bisley Road:

- 3.9 **Speed cushions (estimated cost £30,000).** A pair of speed cushions would be provided in the vicinity of the existing pedestrian refuge near the junction of Old Bisley Road with Upper Chobham Road. These would encourage slower vehicle speeds in the vicinity of the pedestrian refuge. Another three pairs of pairs of speed cushions would be provided along Old Bisley Road to manage speeds in the vicinity and on the approaches to the school entrance so as to reduce the risk of collision and reduce the fear of higher speed vehicles for pedestrians. There is no single desire line for crossing between the lay-by on the south side of the road to the school so the series of cushions would help manage speeds irrespective of where crossing takes place. Signing would be installed to highlight the presence of the traffic calming for westbound drivers. Upright timing plate signs would be installed to ensure that the school keep clear markings could be enforced if necessary.
- 3.10 Along with estimated design costs of £5,000 the above highway improvements on Old Bisley Road are estimated at £35,000.

School Travel Plan and Road Safety Education

- 3.11 Following the initial road safety assessment the county council Sustainable Travel Team have already worked with the school in providing Teaching Assistant Pedestrian Awareness Skills Courses. This enables the school to be able to provide pedestrian awareness courses for years 3 and 4 (8 & 9 year olds) including practical training within the area immediately surrounding the school, and have been well received. The school have also implemented road safety awareness banners incorporating posters designed by pupils on the school entrances and have updated their school travel plan.
- 3.12 The school leadership have also committed to working with the county council Sustainable Travel Team on setting up a Walking Bus. The Walking Bus consists of a coordinated line of children walking together wearing hi-visibility tabards supervised by parent volunteers. These are reliant on parent volunteers so there are concerns over receiving enough parental support and then maintaining the Walking Bus over a long period. However the county council Sustainable Travel Team have committed to providing additional

resources and have offered a financial honorarium for a Walking Bus coordinator. The Walking Bus may also be attractive to working parents who would no longer need to drop their children to school themselves.

- 3.13 A Park SMART initiative could also be considered in the future, especially in support of any changes to parking restrictions. This is carried out by the county council's Sustainable Travel Team and the Casualty Reduction Officer from Surrey Police. A number of children from the school are taken out prior to the afternoon peak to look at parental parking behaviour. They identify with the help of officers vehicles that are parking illegally, inconsiderately or obstructing residential properties and then an advisory leaflet is filled out by the children and left on the windscreen or given directly to the driver.

Car Park Proposal on Frimley Fuel Allotments Woodland

- 3.14 The development of a car park on woodland owned by Frimley Fuel Allotments Charity has been suggested by the local member Cllr David Ivison. This might assist in reducing congestion on nearby roads by reducing the parking on the main through routes near the school if drivers could be successfully persuaded to use the car park instead. However a number of issues would need to be taken into account:

- Successful use of a car park could encourage even more motor vehicle use and therefore contribute to greater congestion on local roads. For example there could be congestion involving vehicles queuing to turn into and out of the car park.
- Careful consideration on providing suitable footway and crossing facilities would be required to ensure pedestrians could cross from the car park to the school. An additional well used crossing point on Old Bisley Road may contribute to more congestion.
- Parking controls would be required on Upper Chobham Road and Old Bisley Road in order to encourage parents to use the carpark instead.
- Speed management measures may be required on Upper Chobham Road and Old Bisley Road if parking is successfully reduced and speeds increase on these stretches of road.

4. CONSULTATIONS:

- 4.1 A meeting was held with the Divisional Member Councillor David Ivison, police colleagues, the school senior management team, representatives of the governing body, and representatives of local residents on 31 March 2014. The purpose of this meeting was to understand the perceived problems.
- 4.2 Site visits were subsequently undertaken with the Divisional Member Councillor David Ivison, police colleagues, local highway engineers, Road Safety Team and Sustainable Travel Team.
- 4.3 The Divisional Member and School Leadership have been consulted on the proposed options.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The recommended school travel plan and road safety education activities could be delivered using existing staff resources. A financial honorarium incentive of up to £1,000 could be offered to a Walking Bus coordinator.
- 3.15 The highway improvements on Upper Chobham Road (including design) are estimated at £50,000. The highway improvements on Old Bisley Road (including design) are estimated at £35,000.
- 5.2 There would be substantial financial savings to society through investment in highway improvements that successfully reduce road collisions. There would also be benefits to the local economy if the measures successfully encourage more walking and scooting and hence reduce road traffic congestion on local roads.
- 5.3 The proposals presented here would need to be prioritised alongside other schemes within Surrey Heath to ensure value for money. This will take into account the likely effect of the proposals on congestion, accessibility, safety, economy and future maintenance liabilities.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 This report has been created in accordance with the council's Road Safety Outside Schools Policy which has been subject to Equality and Diversity Impact Assessment. Highway improvements are subject to independent road safety audit which take into account the needs of all road users including those with mobility impairment.

7. LOCALISM:

- 7.1 The proposals presented within this report have been developed following consultation with the local Divisional Member and School Leadership. If implemented they would improve road safety and encourage more walking, and scooting to school and would help reduce car journeys, anti social parking and congestion which have a negative impact on the local community.

8. OTHER IMPLICATIONS:

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

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8.1 Crime and Disorder implications

The proposals would contribute to reduced speeding offences. They would also help to reduce anti-social parking and confrontations between parents and residents.

8.2 Sustainability implications

The proposals would reduce road danger and encourage more sustainable modes of travel. This would result in fewer carbon emissions and less air pollution.

8.3 Public Health implications

The proposals would encourage active travel which improves the health of the participants.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 Concern has been expressed over the safety of children arriving and leaving Ravenscote School and the associated congestion caused by school journey traffic. Investigation has been undertaken in accordance with the county council's Road Safety Outside Schools policy. This has included assessment of the history of road collisions, traffic speeds, site observations and assessment of the school travel plan and road safety education activities delivered by the school.
- 9.2 Consequently Ravenscote Junior School have already been provided with Teaching Assistant Pedestrian Awareness Skills courses. The school have also erected road safety awareness banners incorporating posters designed by pupils on the school entrances and have updated their school travel plan. The school will be supported by the county council's Sustainable Travel Team in the setting up of a Walking Bus. Park SMART initiatives may also be considered in the future in support of any changes to parking restrictions.
- 9.3 It is also recommended that the highway measures described within this report are added to the list of possible future highway improvements for Surrey Heath. The local committee will then decide whether to allocate funding from their future annual budget for highway improvements. This will depend upon the extent of the problem and the estimated costs compared with other schemes, and the funds made available to the local committee. It may be possible that other funding sources may become available too (for example developer contributions).
- 9.4 These highway measures would help to reduce traffic speeds and reduce antisocial parking and so would improve the road environment to encourage more walking, and scooting to school. A successful increase in these modes would contribute to fewer car journeys and less motor vehicle congestion. The recommended school travel plan and road safety education improvements would also help to improve road safety and reduce reliance on the car for the school journey.

10. WHAT HAPPENS NEXT:

- 10.1 The Sustainable Travel Team will work with the school to introduce the recommended additional sustainable travel and road safety education activities.
- 10.2 If the local committee agree with the proposals, then the Area Highways Team will incorporate these into the countywide scheme assessment process to compare them with other schemes throughout Surrey Heath. This will take into account the likely effect of the proposals on congestion, accessibility, safety, economy and future maintenance liabilities.
-

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Consulted:

Divisional Members, Surrey Police, School Leadership

Annexes:

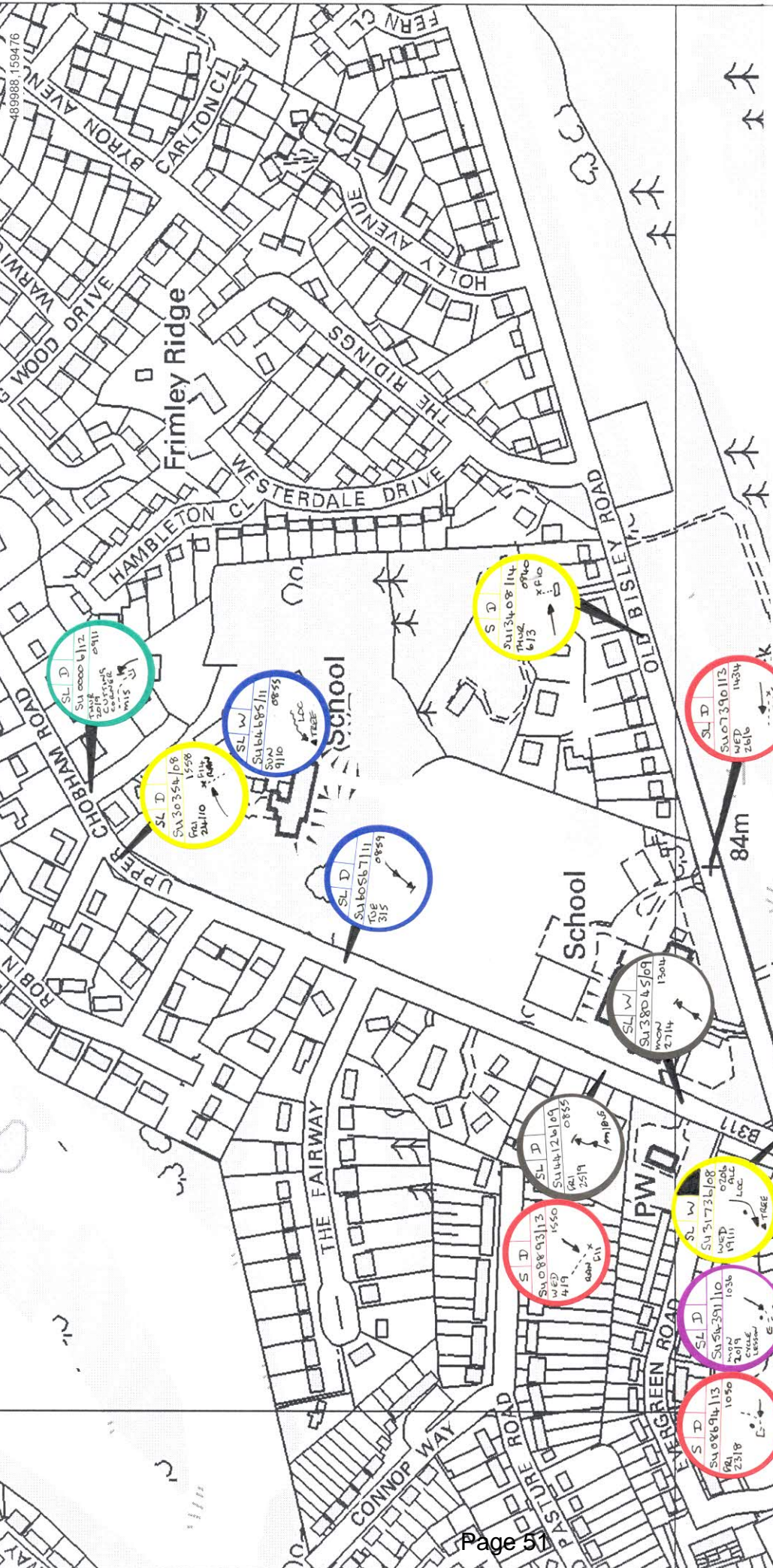
Annex A: Collision plot
Annex B: Pupil postcode plot

Sources/background papers:

Surrey County Council's policy Road Safety Outside Schools

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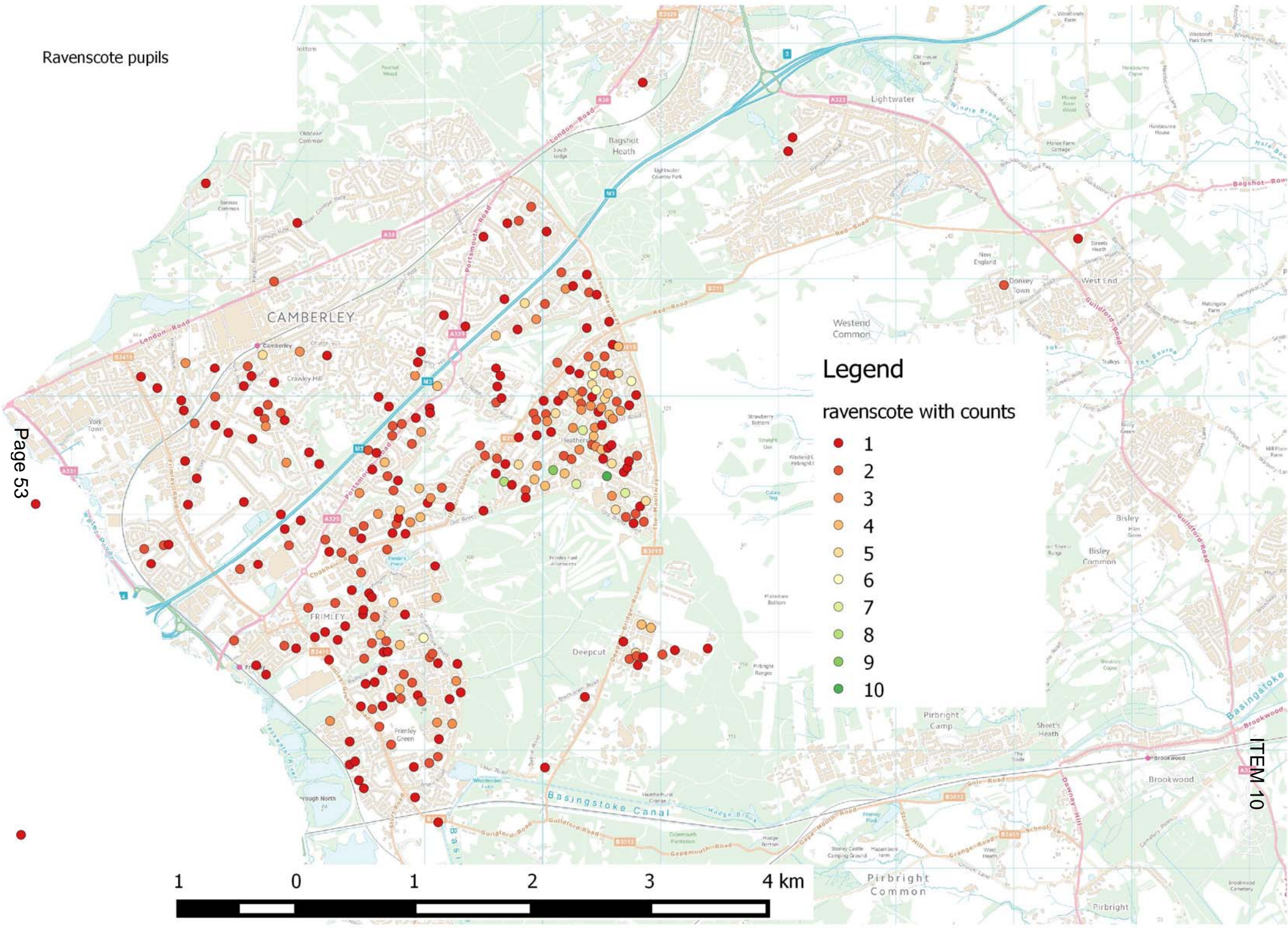
B311 Upper Chobham Road & D3488 Old Bisley Road, Camberley



Year	J	F	M	A	M	J	J	A	S	O	N	D	Tot	F	S	SI	Dark	Wet	Skid	LoC	R/T	s veh	Ped	P/C	M/C	CH15	SHAWT
08										1	1		2	2	2	2	1	1	1	1	1	1	1	1	1	2	
09			1						1	1			2	2	1	2	1	1	1							1	
10						1							2	1	2	1	1	1	1							1	
12									1				1	1	1	1	1	1	1							1	
13						1		1	1			3	3	2	1	2	1	1	1			2	1	1	1	1	
14			1									1	1	1	1	1	1	1	1			1	1	1	1	1	
													Totals	12	3	9	1	3	1	1	1	1	2	4	3	5	3

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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (SURREY HEATH)****DATE:** 11 DECEMBER 2014**LEAD OFFICER:** ANDREW MILNE – AREA HIGHWAYS MANAGER (NW)**SUBJECT:** HIGHWAYS UPDATE**DIVISION:** ALL**SUMMARY OF ISSUE:**

To report progress made with the delivery of proposed highways schemes, developer funded schemes, and revenue funded works for the 2014/15 financial year.

To agree the capital works programme for 2015/16.

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

To report on relevant topical highways matters.

RECOMMENDATIONS:**The Local Committee (Surrey Heath) is asked to:**

- (i) Note the progress with the ITS highways and developer funded schemes, and revenue funded works for the 2014/15 financial year.
- (ii) Note the budgetary position.
- (iii) Agree the proposed capital works programme for 2015/16.
- (iv) Note that a further Highways Update will be brought to the next meeting of this Committee.

REASONS FOR RECOMMENDATIONS:

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

1. INTRODUCTION AND BACKGROUND:

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

2. ANALYSIS:

2.1 Capital programme for 2014/15

- 2.1.1 Following the Surrey Heath Committee Local Committee meeting held on 5 December 2013, it was agreed to promote delivery of an additional lane between the Toshiba roundabout and Frimley Park Hospital roundabout.
- 2.1.2 This project remains the highest ranking priority for Surrey Heath, and considerable investment has already been made in the design process.
- 2.1.3 The cost of constructing the additional lane was estimated to be between £604,000 and £846,000, with the higher figure including an allowance of £254,000 towards diversion of utility apparatus and unforeseen construction risks.
- 2.1.4 In 2013/14, £622,574 was been set aside for this project, comprised of:
- a) £130,872 PIC monies
 - b) £185,000 s106 funding
 - c) £306,702 Local Committee capital
- 2.1.5 Taking into account the cost of design and modelling in 2013/14, and completion of the crossing upgrades, approximately £156,000 was used in the 2013/14 period. This allowed for £466,000 to be brought forward into the 2014/15 financial year for this project.
- 2.1.6 It was initially assumed that the cost of delivery would be £846,000, and that allowing for the £466,000 carry forward, a further £380,000 of capital would be required to complete this project.
- 2.1.7 Surrey Heath Local Committee agreed to use the entirety of their 2014/15 capital allocation towards this project (£306,702).
- 2.1.8 Progress**
Detailed design has now been completed, and final costs have been received from Surrey Highway's contractor, Kiers, together with final estimated costs from the majority of utility companies affected. Based on this information, it is anticipated that this scheme will fully utilise the available monies.
- 2.1.9 Stage 2 of the safety audit process has been completed.
- 2.1.10 Additional delays in dealing with utility companies have meant that work before December was not possible. Negotiations are ongoing with the intention for all works to be coordinated to minimise the time traffic on Portsmouth Road is affected. The intention is still for the majority of works to be complete by the end of March 2015. It must be emphasised though that

weather conditions and other factors can influence works programmes, and that the dates indicated may be subject to change.

2.1.11 Risks

The primary risk to the successful completion of this project is any unforeseen significant increase in costs arising from associated utility works. Although the risk level is considered to be low, following receipt of final estimated costs from the majority of the utility companies affected, it is important that this is highlighted to the Surrey Heath Committee.

2.1.12 Contingency planning

Contingency planning is necessary to ensure the effective use of Committee capital funding in the event of unforeseen circumstances. Although it is unlikely that contingency works will be necessary, the following prioritised list of Localised Structural Repair works was agreed in the Committee meeting on 2 October 2014:

Priority	District	Road Number	Road Name	Location	Limits	Length	Estimated Area m ²	Estimated Approx Cost £22/m ²	Running Total
1	Surrey Heath	D533	Oakwood Rd	Windlesham	From outside no.1 to no.7	35	196	£4,312	£4,312
2	Surrey Heath	D3502	Holly Hedge Close	Frimley	Whole length	142	800	£17,600	£21,912
3	Surrey Heath	D3441	Chantry Court	Frimley	Approach & turning area	61	396	£8,712	£30,624
4	Surrey Heath	D3439	Apex Drive	Frimley	Full Length	174	1030	£22,660	£53,284
5	Surrey Heath	D3546	Kirkstone Close	Frimley	Whole Length of cul de sac	94	655	£14,410	£67,694
6	Surrey Heath	D3488	Edgemore Rd	Frimley	junction edgemore / martindale rd / goldney rd	60x6m 10x6m	420	£9,240	£76,934
7	Surrey Heath	D3522	Highclere Drive	Camberley	cw heavy crazing / structural failure	at junction with A325 portsmouth rd 40x6m	240	£5,280	£82,214
8	Surrey Heath	D3502	Holly Hedge Rd	Frimley	Section from Holly Hedge Close Jct to J/W Lauder Close	71	451	£9,922	£92,136
9	Surrey Heath	B3012	Guildford Road	Frimley Green	Section - Both approaches and over canal bridge	100	511	£11,242	£103,378
10	Surrey Heath	D3567	Cheylesmore Drive	Frimley	Bell mouth & J/W Old Bilsey Rd		75	£1,650	£105,028
11	Surrey Heath	D3488	Old Bisley Rd	Frimley	Bell mouth & junction with The Maultway		252	£5,544	£110,572
12	Surrey Heath	D0004	Mill Pond Rd	Windlesham	Bell mouth & junction Nr no. 18	50	340	£7,480	£118,052
13	Surrey Heath	D3532	Kingsclear Park	Camberley	Full Length	333	1510	£33,220	£151,272
14	Surrey Heath	D3542	Inglewood Ave	Camberley	Full Length	698	4718	£103,796	£255,068
15	Surrey Heath	D3486	Tomlins Ave	Frimley	Whole length	282	1596	£35,112	£290,180
16	Surrey Heath	B383	Windsor Rd	Chobham	J/w Little Heath Rd, Windlesham Rd & Red lion Rd		575	£12,650	£302,830

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2.1.13 Since presenting this list for consideration, central planned maintenance programmes have been published. The items highlighted have now either been completed already from central budgets, or are planned for delivery from central budgets this financial year.

2.2 Revenue maintenance allocations and expenditure 2014/15

2.2.1 The 2014/15 revenue maintenance allocation for Surrey Heath is £226,525. Table 1 shows how these funds have been allocated, and the spend progress to date.

Item	Allocation (£)	Committed as at 28 th December 2014 (£)
Drainage / ditching	50,000	44,192
Carriageway and footway patching	50,025	24,451
Vegetation works	90,000	93,870
Signs and markings	20,000	7,588
Parking	6,500	0
Low cost measures	10,000	6,490
Kier OHP		4,361 (included in allocation figures)
Total	226,525	£176,593

Table 1 – 2014/15 Revenue Maintenance Expenditure

2.3 COMMUNITY ENHANCEMENT FUND

2.3.1 The total 2014/15 Community Enhancement allocation for Surrey Heath is £30,000. Committee have previously determined to divide this fund equally between County Councillor Committee Members.

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

2.3.3 To ensure that this fund is effectively spent, and to enable highways contractors to deliver works before the end of the financial year, it was recommended that all works should be agreed by 31st October 2014, and that in the event of no firm spending decisions being made by this date, the Maintenance Engineer will determine suitable works and organise their delivery.

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

Member	Allocation (£)	Committed as at 28 th December 2014 (£)
Bill Chapman	5,000	1,009
Denis Fuller	5,000	0
David Ivison	5,000	856
Chris Pitt	5,000	5,000
Mike Goodman	5,000	5,000
Adrian Page	5,000	1,550
Total	30,000	13,415 committed

Table 2 – Community Enhancement Fund spend progress

2.4 Other highways related matters

- 2.4.1 Following the extremely high volume of enquires in the first part of the year, the second and third quarters have seen a steady reduction. This is to be expected given the time of year but overall volumes remain high with over 118000 received for the calendar year to date, giving an average of approximately 13100 per month, down from 14600 in the second quarter.
- 2.4.2 For Surrey Heath specifically, 7517 enquiries have been received since January of which 3876 were directed to the local area office for action, 96% of these have been resolved. This response rate is slightly above the countywide average of 95%. Although the response rate remains high, we are working hard in conjunction with our contractors to improve the service we provide. This includes the launch of a new customer enquiry and works scheduling system and revised customer service KPIs.
- 2.4.3 Through the Customer Service Excellence project we are also seeking to improve the accessibility of information and advance notification of roadwork's. As part of which we have recently moved our roadwork information to a new website; www.roadworks.org that also contains information on work being undertaken by utility companies. Customers can sign up to receive alerts and provides a fuller picture of the work in an area.
- 2.4.4 Although there have been a reduction in customer contacts, complaints have remained high with 308 at Stage 1 for the 9 months to the end of September compared to 208 for the first half of the year. The North West area including Surrey Heath have received 44. The main reasons for these being communication and the failure to carry out works to either the required standard or timescale. In addition 11 complaints have been escalated to Stage 2 of which we were found to be at fault in three. Seven complaints have been made to the Local Government Ombudsman about the Service, none of which have been upheld.

2.5 Proposed capital works programme for 2015/16

- 2.5.1 The capital works programme is now presented as a combined programme of both ITS and capital maintenance works to provide a clearer picture of works and budgets. This programme was informally discussed and agreed in principle during a private meeting held on 18 September 2014.
- 2.5.2 It has been assumed that the same level of capital funding will be available in the 2015/16 financial year as for 2014/15, and should there be any change to this capital allocation of £307,000, it is proposed that the works are funded in the order presented in Table 5 below.
- 2.5.3 All costs shown are estimated, and it is suggested that should scheme costs vary from the estimates shown, that Committee support a flexible approach that enables the matching of schemes as best as can be achieved to the available budget.

Scheme Name	Detail/Limits	Area	Estimated Cost (£)
Borough Wide Signal Update	Reassessment of identified highway signals across the borough	Borough wide	£130,000
Old Guildford Road speed limit reduction	Reduce the current speed limit along the residential area from national speed limit to 30mph	Frimley Green and Mytchett	£10,000
Chertsey Road (A319) speed limit reduction	Reduce the current speed limit along the A319 from national speed limit to 60mph	Chobham, Windlesham and Bagshot / Thorpe and Virginia Water	£10,000
D545 & D14 – Yaverland Drive / Higgs Lane, Bagshot	From J/W A30 to J/W College Ride	Chobham, Windlesham and Bagshot	£55,825
D4310 – Upper College Ride, Camberley	From caesars Camp Rd Rbt to J/W Saddleback Rd	Camberley East	£110,000

Table 5 – Proposed capital works programme for 2015/16

2.5.4 Contingency planning – in the event of any of the schemes not being deliverable, or being unable proceed for other reasons, it is proposed that the list of Local Structural Repair (LSR) works in table 6 following is used on a contingency basis to ensure that budgets are effectively utilised.

Scheme Name	Detail/Limits	Division	Estimated Cost (£)
D3418 – Berkshire Road, Camberley	Whole length	Camberley East	£61,000
D502 - Delta Road, Chobham	From Chertsey Rd to Burr Hill Rd	Chobham, Windlesham and Bagshot	£45,500
T3019 – Town Path, Camberley	TOWNPATH from The Avenue to The Recreation Ground	Camberley West	£7,500
D502 – Burr Hill Road, Chobham	From Delta Rd to J/W Windsor Court Rd	Chobham, Windlesham and Bagshot	£30,650
D516 – Windsor Court Road, Chobham	From Windsor Court Rd to J/W Bowling Green Rd	Chobham, Windlesham and Bagshot	£29,825
D3512 – Townside Place, Camberley	From Knoll Rd to J/W Valroy Close	Camberley East	£15,750

Table 6 – Proposed LSR contingency programme for 2015/16

3. OPTIONS:

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

4. CONSULTATIONS:

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

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 Proposed ITS schemes are prioritised to ensure that the maximum public benefit is gained from any funding made available. So far as is practicable, Officer proposals follow the Countywide scheme assessment process (CASEM) and the prioritisation order determined by this.
- 5.2 The Committee Capital and Revenue Maintenance budgets are used to target the most urgent sites where a specific need arises, to keep up with general maintenance activities that reduce the need for expensive repairs in the future, and to support local priorities. The nature of these works is such that spend may vary slightly from that indicated in Table 1.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. Appropriate and proportionate consultation is carried out with residents, and bodies representing particular user groups, to ensure that the interests of all highway users are considered.

7. LOCALISM:

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

8. OTHER IMPLICATIONS:

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

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

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The Committee is asked to note the progress with all schemes and budgets.
- 9.2 The Committee is asked to approve the proposed capital works programme for 2015/16 together with the recommended contingency mechanism.
- 9.3 It is recommended that a further Highways Update is presented at the next meeting of this Committee.

10. WHAT HAPPENS NEXT:

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

Contact Officer:

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

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (SURREY HEATH)****DATE:** 11th December 2014**LEAD OFFICER:** Lyndon Mendes
Team Manager, Transport Policy**SUBJECT:** Surrey Heath Local Transport Strategy and Forward Programme**DIVISION:** All**SUMMARY OF ISSUE:**

This paper presents the outcomes of the development of the Surrey Heath Local Transport Strategy (LTS) and Forward Programme. It makes recommendations that the Committee approve the Local Transport Strategy and Forward Programme.

The County Council is producing Local Transport Strategies and Forward Programmes for each district and borough in the county. The purpose of these strategies is to support the objectives set out within the boroughs Local Plan and Town Centre Area Action Plan and provide a programme of transport infrastructure required to deliver the objectives set out in the SCC E&I Directorate Priorities and SHBC Local Plan. They also provide an evidence base for future funding bids.

The strategies are 'live documents' which will be updated at regular intervals to ensure they remain relevant and current. They will become part of the Surrey Transport Plan.

The strategy contains two main elements. The main document provides a commentary on the transport provision and transport problems in each district or borough. It also provides possible solutions to the identified problems.

The annex contains a Forward Programme of transport infrastructure that we would like to see implemented in the district or borough, subject to funding. The programme would seek to address the problems identified in the main document of the strategy and mitigate the impact of future growth on the transport network.

RECOMMENDATIONS:**The Local Committee (Surrey Heath) is asked to**

- (i) Approve the Surrey Heath Local Transport Strategy and its suggested objectives
- (ii) Approve the list of schemes provided in the Forward Programme (Annex of the Local Transport Strategy)

REASONS FOR RECOMMENDATIONS:

Delivering the Surrey Heath Local Transport Strategy will support the County Councils priorities to promote sustainable economic growth and secure investment in infrastructure. It also supports the Borough Councils objectives to reduce reliance on driving. The Surrey Heath Local Transport Strategy will benefit Surrey residents and businesses accommodating sustainable population growth, driving the economy and reducing impacts on the environment.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Surrey Transport Plan is the county's third Local Transport Plan (LTP3). It is a statutory document. The Surrey Heath Local Transport Strategy and Forward Programme forms part of the LTP3.
- 1.2 The documents were prepared by Surrey County Council officers, working with Surrey Heath Borough Council officers. It has been subject to officer consultation in both the County Council and Borough Council.
- 1.3 The Surrey Heath Local Transport Strategy and Forward Programme were taken to the Informal Surrey Heath Local Committee on 19th June 2014. Members of the Committee were given the opportunity to give their comments, which were then incorporated into the Transport Strategy and Forward Programme.
- 1.4 An online public consultation was carried out from 16th September – 28th October 2014 on the Surrey County Council website. Following this, revisions were made to the Surrey Heath Local Transport Strategy and Forward Programme and a finalised version was produced. Details of the consultation and engagement carried out can be found in the Consultation Report (Annex 2).
- 1.5 Key dates:
 - First draft prepared by Surrey County Council, working with Surrey Heath Borough Council Officers
 - Informal Local Committee 19th of June 2014
 - Initial task group 23rd of July 2014
 - Revision of document following member comments
 - Online Public Consultation 16th of September- 28th of October 2014
 - Task group 14th of November 2014
 - Revision and finalisation of document following consultation and task group comments
 - Present final document to the Local Committee 11th of Dec 2014
 - Present to SCC Cabinet March 2015

2. ANALYSIS:

- 2.1 The strategy aims to identify current problems and issues on the boroughs transport network and where possible, list possible solutions to these problems and issues.
- 2.2 The strategy also aims to address the impacts of planned development in the borough.
- 2.3 The strategy will become part of the Surrey Transport Plan LTP3.

3. OPTIONS:

3.1 As and when schemes are developed possible options will be investigated and evaluated. However, the majority of schemes in the Forward Programme are still in the scheme identification stage of delivery

4. CONSULTATIONS:

4.1 The draft Local Transport Strategy and Forward Programme has been subject to a 6 week online public consultation, including close working with the Borough Council and officers at Surrey County Council. Engagement has included discussion at the Surrey Heath Informal Local Committee on 19th June 2014 and the resulting Local Area Committee task group.

4.2 During the consultation period, Windlesham Parish Council submitted an online petition to raise transport concerns and include additional infrastructure improvements around the villages of Lightwater, Bagshot and Windlesham in the Forward Programme.

4.3 As a result of the public consultation some changes have been made to the Local Transport Strategy and a summary of these can be found in a full consultation report in Annex 2.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 This report only provides estimated costs of possible schemes scheduled within the Forward Programme.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 An Equalities Impact Assessment (EIA) has been undertaken for the Surrey Heath Local Transport Strategy and Forward Programme.

6.2 No negative impacts that cannot be mitigated on any protected characteristic group were identified.

6.3 No changes have been made to the Local Transport Strategy and Forward Programme as a result of the EIA.

7. LOCALISM:

7.1 The Surrey Heath Local Transport Strategy is a borough wide document which seeks to address transport issues across the entire borough area. Specific schemes will have local impacts in their specified areas, and these will be assessed when a scheme is brought forward. The Forward Programme will be updated on a yearly basis and will offer the opportunity for local ideas to be included in the programme during these revisions via the Local Area Committee.

8. OTHER IMPLICATIONS:

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

8.1 Sustainability and Public Health Implications

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

Transport is responsible for one third of carbon emission in Surrey. Surrey's Local Transport Plan has a target to reduce carbon emissions from (non-motorway) transport by 10% (absolute emissions) by 2020, increasing to 25% reduction by 2035 from 2007 baseline of 2,114k tonnes.

Increased walking and cycling has a positive impact on personal health. The NHS identifies cycling as an activity which provides significant health benefits.

It is expected that increased levels of walking and cycling to and around the town centre will have a positive effect on the local economy with recent studies suggesting that pedestrians and cyclists actually spend more on a trip into a town than motorist.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The Surrey Heath Local Transport Strategy and Forward Programme has been produced to support the growth set out within the borough Local Plan and Town Centre Area Action Plan and provides a programme of transport infrastructure required to deliver this growth. It also provides an evidence base for future funding bids.

9.2 It is recommended that the strategy is approved by the Local Area Committee.

10. WHAT HAPPENS NEXT:

10.1 The Surrey Heath Local Transport Strategy will be taken to a Surrey County Council Full Cabinet. Subject to approval it will then be a public document on the SCC website as part of the Surrey Transport Plan. The Local Transport Strategy will be updated at regular intervals, and the Forward Programme will be updated annually.

www.surreycc.gov.uk/surreyheath

Contact Officer:

Lyndon Mendes, Team Manager, Transport Policy. Tel: 020 8541 9393

Consulted:

The draft strategy has been subject to a six week public consultation. Details of which can be found in Annex 2.

Annexes – to be provided at the meeting:

Surrey Heath Local Transport Strategy and Forward Programme

Annex 1: Surrey Heath Local Transport Strategy and Forward Programme

Annex 2: Consultation Report

Sources/background papers:

- Surrey Transport Plan (LTP3)
-

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SURREY HEATH)

DATE: 11 DECEMBER 2014



LEAD OFFICER: MARC WOODALL – SUSTAINABLE TRANSPORT MANAGER

SUBJECT: LOCAL SUSTAINABLE TRANSPORT FUND PROGRAMME FOR 2015/16

DIVISION: ALL DIVISIONS

SUMMARY OF ISSUE:

In March 2014 Surrey County Council made a successful bid to the Department for Transport's Local Sustainable Travel Fund (LSTF) revenue programme for 2015/16. This report highlights the initiatives that will be undertaken in Surrey Heath as a result of receiving this funding.

RECOMMENDATIONS:

The Local Committee (Surrey Heath) is asked to note

- (i) the report, outlining the activities that will be undertaken in Surrey Heath as a result of receiving funding from the Department for Transport's Local Sustainable Transport Fund revenue programme for 2015/16.

REASONS FOR RECOMMENDATIONS:

This report provides the Local Committee with information on a partnership programme to support sustainable transport that will be delivered in Surrey Heath during 2015/16. The Local Committee is asked to note this report outlining the programme that will be delivered.

1. INTRODUCTION AND BACKGROUND:

- 1.1** The Local Sustainable Transport Fund is a competitive funding programme set up by the Department for Transport (DfT) in 2011, providing opportunities for Local Authorities to bid for capital and revenue funding to deliver packages of sustainable transport measures. Surrey County Council were successful in receiving a total of £18.2million through this process for measures in Guildford, Woking, Redhill and Reigate, with delivery continuing until the end of this funding in March 2015.
- 1.2** In December 2013, the Government announced that £78.5 million in revenue funding would be available in a new round of the LSTF process. The grant is available for the period 2015/16 for the delivery of sustainable travel projects and is limited to £1million per Transport Authority. Transport Authorities could only bid once, but could partner with authorities in other bids. The DfT stated that any revenue transport investment from the LSTF programme would need to align with capital investment outlined in the Strategic Economic Plan (SEP) promoted by the relevant Local Enterprise Partnerships (LEPs), in the case of Surrey Heath, Enterprise M3.
- 1.3** Surrey County Council were involved in three bid submissions to the funding competition :
- **Surrey / Hampshire Partnership Bid** - A joint bid with Hampshire County Council that targets business support in the EM3 'step up' towns and a Blackwater Valley better connectivity scheme, supporting a LEP capital bid linking up train stations/town centres through cycling infrastructure. The total value of the revenue bid is £1.7million split evenly between Surrey and Hampshire.
 - **East Surrey & Countywide Bid** - A sole Surrey County Council bid that targets business support in our Coast to Capital (C2C) LEP area 'latent locations' and a range of countywide measures building on the success of existing Travel SMART programme. The total value of this bid was £1million
 - **Living Streets Partnership Bid** – A bid led by Durham County Council that builds on a successful LSTF bid to deliver a Walk to School Outreach Model with 11 local authorities in partnership with Living Streets. The total value for Surrey of this bid was c.£200,000.
- 1.4** In July 2014 the DfT announced that the Surrey/Hampshire partnership bid and the Living Streets partnership bid were successful but that the East Surrey and Countywide Bid were unfortunately not successful.
- 1.5** This report provides information to the Local Committee on the detail of the successful Surrey/Hampshire Partnership bid and the initiatives that will be undertaken in Surrey Heath as a result.

2. ANALYSIS:

2.1 Surrey / Hampshire Partnership Bid

- 2.2** This bid package included an integrated programme of revenue sustainable transport measures which will be undertaken in the four Sci:Tech Corridor

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towns of Guildford, Woking, Basingstoke and Farnborough, and the five Step-up Towns of Aldershot, Whitehill & Bordon, Camberley, Andover, and Staines upon Thames identified by the Enterprise M3 LEP. The bid fully aligned the measures in the programme with sustainable transport capital infrastructure improvements in the Enterprise M3 LEP's Strategic Economic Plan (SEP), as the basis for unlocking economic growth. Enterprise M3 supported the submission of the revenue bid to the DfT.

2.3 The objectives of the package of measures are to support economic growth by:

- Improving the economic vitality of nine priority towns to boost economic growth, and to help deliver SEP growth objectives
- Enhancing travel choice through connecting seven stations and five town centres in the Blackwater Valley area.
- Reducing travel barriers to employment and skills in the Enterprise M3 area
- Unlocking economic, health and carbon reduction benefits through sustainable travel choices

2.4 The project includes the following four complementary components:

- **Addressing transport barriers and costs facing businesses.** Based on our experience to date, we will roll out programmes that will help businesses in the nine priority towns to grow and recruit staff with the skills needed by offering personalised travel planning, eco driver training, and sustainable travel roadshows
- **Encouraging more journeys by active travel modes.** With this element we will work with public health colleagues and Sustrans, CTC and Living Streets to increase levels of walking and cycling as a means to tackle congestion.
- **Improving the quality and attractiveness of bus and rail travel in the Blackwater Valley.** We will work with Stagecoach South, Arriva, South West Trains and First Great Western to boost patronage on bus and rail services and create more door-to-door journeys by making walking and cycling to rail and bus stations easier.
- **Improved journey information and travel awareness.** To continue to develop and build on the existing successful and well-understood Travel SMART and My Journey (Existing Hampshire LSTF programme) campaigns. We will deliver behaviour change marketing campaigns and road show events that seek to influence audiences to adopt more sustainable travel habits.

2.5 A separate capital bid has been made to the LEP in conjunction with Hampshire County Council to provide improved walking and cycling links, throughout the Blackwater Valley, connecting the seven stations and five town centres within the valley. We are awaiting on final confirmation of funding for this part of the programme for 2015/16. These improvements will be subject to a separate committee paper in the new year of 2015.

2.6 We are currently working with Hampshire County Council, Surrey Heath Borough Council and other local stakeholders to finalise the detailed planning for this programme before delivery starts in April 2015.

2.7 The bid was developed with the experience gained and lessons learnt from the first LSTF programmes in both Surrey and Hampshire.

3. OPTIONS:

3.1 Greater detail on the proposals are currently being worked up at the moment in conjunction with Hampshire County Council, Surrey Heath Borough Council and other stakeholders. During the development of the proposals, measures will undergo an options appraisal process to ensure the delivery programme both matches the requirements set out on the bid to the DfT and meets the needs of local businesses and communities.

4. CONSULTATIONS:

4.1 In September 2014 a stakeholder workshop was held at Rushmoor Borough Council with Hampshire County Council, Districts and Boroughs, bus and train operators, and other stakeholders such as Sustrans. During this workshop attendees were given the opportunity to help shape the development of these proposals and dialogue has continued during the detailed planning of the programme.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 This programme is funded by a grant from the DfT, A business case agreed by Surrey County Council and Hampshire County Council's S151 officers, was submitted as part of bid application and accepted by the DfT.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 The major elements of the existing LSTF programme have been subject to Equality Impact Assessments. These documents are published on the Surrey County Council. These documents will be reviewed as part of the ongoing programme management of this programme.

7. LOCALISM:

7.1 The programme is expected to have a long-term impact on congestion levels in the Camberley and Frimley areas as a result of a business engagement programme that aims to reduce the number of people commuting by car with no passengers. By promoting active forms of travel e.g. cycling and walking, significant health benefits can also be derived.

7.2 The programme also encourages local residents and employees to make their own travel choices by giving them improved travel information e.g. through the online journey planner and engagement at road shows.

8. OTHER IMPLICATIONS:

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

8.1 Sustainability implications

The central aims of the LSTF Programme are to encourage the uptake of sustainable transport, enabling economic growth and reducing carbon emissions. The measures included in the LSTF programme therefore have positive sustainability outcomes.

8.2 Public Health implications

There are some direct positive implications to public health arising from this report, including working with Surrey and Hampshire's public health team to develop programmes that promote greater levels of active travel, and in particular walking and cycling. The existing LSTF programme has worked on promoting public health initiatives such as 'Walk for Life', and this new funding programme allows us to continue this work in new areas, such as Surrey Heath.

9. CONCLUSION AND RECOMMENDATIONS:**The Local Committee (Surrey Heath) is asked to note**

- 9.1 the report, outlining the activities that will be undertaken in Surrey Heath as a result of receiving funding from the Department for Transport's Local Sustainable Transport Fund revenue programme for 2015/16
- 9.2 This report provides the Local Committee with information on a partnership programme to support sustainable transport that will be delivered in Surrey Heath during 2015/16. The programme, funded from the DfT's Local Sustainable Transport Fund, will support initiatives such as travel planning, behavioural change campaigns and specific initiatives targeting large businesses to be undertaken in Surrey Heath, and in other areas of the Enterprise LEP area. The Local Committee is asked to note this report outlining the programme that will be delivered.

10. WHAT HAPPENS NEXT:

- 10.1 Officers are currently working up plans in conjunction with officers from Hampshire County Council, Surrey Heath Borough Council and other stakeholders to deliver this programme in 2015/16.

10.2 An updated report providing progress on the programme will be provided to the Local Committee in October 2015.

Contact Officer:

Marc Woodall – Sustainable Transport Manager

Tel : 01483 519556

Sources/background papers:

- Surrey County Council's successful bid to the DfT LSTF programme - http://www.travelsmartsurrey.info/media/files/LSTF-2015-16_joint-bid-FINAL.pdf
 - DfT LSTF Revenue programme bidding guidance - <https://www.gov.uk/government/publications/local-sustainable-transport-fund-application-process-and-bidding-guidance-2015-to-2016>
-

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (SURREY HEATH)****DATE:** 11 December 2014**LEAD OFFICER:** PAUL KENNY, AREA COMMANDER, SURREY FIRE AND RESCUE SERVICE**SUBJECT:** SFRS ANNUAL REPORT 2013-14**DIVISION:** SURREY HEATH BOROUGH DIVISION

<p><u>SUMMARY OF ISSUE:</u></p> <p>The attached report outlines the major strands of activity being undertaken within the Surrey Heath area by the Surrey Fire and Rescue Service (SFRS) teams based at Camberley and Chobham Fire Stations.</p>
<p><u>RECOMMENDATIONS:</u></p> <p>The Local Committee (Surrey Heath) is asked to:</p> <ul style="list-style-type: none"> (i) Recognise the achievements of the borough teams within the Surrey Heath Borough and support their commitment to improve initiatives to reduce risk and make the Surrey Heath Borough safer through the delivery of the borough/station plan. (ii) Note the targets and initiatives set within the Camberley Station Plan (Annex 1) and the Chobham Station Plan (Annex 3) for 2014/15 and Targetted Activity Plans for Camberley (Annex 2) and Chobham (Annex 4).
<p><u>REASONS FOR RECOMMENDATIONS:</u></p> <p>To update the Local Committee (Surrey Heath) on the work of Surrey Fire and Rescue Service teams within the borough.</p>

Contact Officer: Ian Ray**Consulted:** SFRS officers**Attachments:** Surrey Heath Borough Report 2013/14

Annexes: Annex 1 – Camberley Station Plan 2014/15
 Annex 2 – Camberley Targetted Activity 2014/15
 Annex 3 – Chobham Station Plan 2014/15
 Annex 4 – Chobham Targetted Activity 2014/15

Sources/background papers:

- SFRS Public Safety Plan

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MISSION

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

*Surrey Fire and Rescue
Local Committee Report
April 2013 – March 2014
Completed by
Assistant Group Commander
Ian Ray
Surrey Heath Borough*

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1 KEY ISSUE

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

2 SUMMARY

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

3 OFFICER RECOMMENDATIONS

The Local Committee is asked to:

- 3.1 Recognise the achievements of the borough teams within Surrey Heath Borough and support their commitment to improve initiatives to reduce risk and make Surrey Heath Borough safer through the delivery of the borough/station plan.
- 3.2 Note the targets and initiatives set within the Surrey Heath Borough plan (s)for 2014/15 and support the Fire and Rescue Service in the delivery of this plan.
- 3.3 Support the achievements of the wholetime and On call duty personnel based at Camberley and Chobham and acknowledge the availability offered by employers who release staff, and those who are self-employed.

4 SURREY HEATH STATISTICS

Within Service/Borough Target		
Close to Service/Borough Target		
Above Service/Borough Target - Action Required		
Key Performance Indicators for 2013/14	2013/14	2012/13
Percentage of Fires attended in dwellings with no smoke detection fitted	Service Target: < 38%	Service Target: <38 %
	18%	23%
No of fatalities due to primary fires	Service Target: 7	Service Target: 7
	0	0
No of injuries arising from accidental dwelling fires	Borough Target: 6	Borough Target: 6
	3	6
No of false alarms caused by AFA's (automatic fire alarms)	Borough Target: 146	Borough Target: 146
	167	130
No of calls to malicious false alarms attended	Borough Target: 12	Borough Target: 12
	9	10
No of deliberate Primary & Secondary Fires (excluding vehicles)	Borough Target: 127	Borough Target: 127
	73	44
No of deliberate & Secondary vehicle fires	Borough Target: 15	Borough Target: 15
	4	6
No of calls to fires attended - primary	Borough Target: 126	Borough Target: 126
	92	105

No of calls to fires attended - Accidental fires in dwellings	Borough Target: 35	Borough Target: 35
	32	40
Percentage of accidental dwelling fires confined to room of origin	Borough Target: >91%	Borough Target: >91%
	94%	90%
No of fires in non domestic premises	Borough Target: 20	Borough Target: 20
	21	23
No of HFSVs (Home Fire Safety Visits) Visits to Risk Households Total Visits	Service Target % at Risk >60%	Service Target % at Risk >60%
	190 (63%)	148 (54%)
	300	210

5 REPORTING AGAINST TARGETS NOT ACHIEVED

5.1 No of false alarms caused by AFA's (automatic fire alarms)

2013/2014	2012/2013
Borough Target	Borough Target
146	146
167	130

There has been a 12.5% increase against the borough target which can attribute mainly to two premises during June and July (both health service providers) as either a mechanical fault on the system or patients setting the system off. Call rates from both these premises have reduced dramatically since this period with improved maintenance, and monitoring of patient activity.

5.2 No of deliberate Primary & Secondary Fires (excluding vehicles)

2013/2014	2012/2013
Borough Target	Borough Target
127	127
73 (up 60%)	44

Although there appears to be a large increase in incidents when compared to the previous year, this is believed to be a reporting issue due to the difficulty in ascertaining if a 'wildfire' type incident is accidental or deliberate. This was identified following the "mini heat wave" in July 2013, during which time the fire severity index reached 4 (high). This reporting issue has now been rectified.

6 COMMUNITY FIRE PROTECTION

	2013	2012
Prosecutions	0	3
Prohibition Notice - Formal	0	0
Enforcement Notice - Formal	3	4
Deficiencies Notice - Informal		23
Licensing Consultations	12	18
Building Regulation Consultations	77	70

During 2013/14, due to a change in electronic recording the numbers for Informal deficiencies are currently not available.

7 COMMUNITY FIRE PREVENTION

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

Adults over the age of 65 (Worse at 75)

Individuals who live alone

Individuals with Mental Health illnesses, including Dementia & Memory Loss

Individuals with disability and mobility difficulties

Individuals who are either Alcohol or Drug dependant

Individuals who smoke (The above will be compounded if coupled with smoking)

2013/14	2012/13
Service Target % at Risk >60%	Service Target % at Risk >60%
190 (63%)	148 (73%)
300	203

Collaborative Work with the Accent housing group will now see all new tenants receive a HFSV as part of their new tenancy agreement. All existing tenants will be written to with the aim of offering and carrying out a HFSC. It is also the aim to introduce this approach to other housing associations.

8 SAFEGUARDING REFERRALS

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

2013/14	2012/13
Totals	Totals
22	20

9 VOLUNTEERS SERVICE

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

10 COMMUNITY RISK REDUCTION

10.1 Community Fire Protection

As part of our protection information crews and dedicated teams of fire safety officers visit premises to gather information on specific risks. This information is recorded and placed on our mobile data terminals for reference if we are to attend an incident at the premise. 12 high risk premises were visited during 2013/14 giving us valuable information on their specific risks.

10.2 Community Fire Prevention

Although 2013-14 had periods of hot weather and crews did not attend significantly more wildfire incidents. Joint wildfire patrols took place in areas that required a fire service presence, and both fire service and Borough have had social media campaigns through twitter and facebook. A lot of internal work has been carried out to update fire plans of commons and identify tracks suitable for certain Fire Service vehicles. Additional work is being carried out for the entire service with dedicated wildfire officers to improve wildfire procedures, policies and training, which is reflected through other Fire Services and national guidance.

Surrey Heath crews have supported national prevention campaigns within the Borough.

Surrey Heath crews have attended various mini targeted campaigns including farmers markets, borough events and identifying streets/ areas where people are at a higher risk of fires.

10.3 Volunteers Service

Within the Surrey Heath Borough volunteers have played a supportive role with 9 targeted HFSV campaigns ensuring that the most vulnerable individuals are approached to ensure they are safe in their homes from fire related issues.

10.4 Military Engagement

Crews have regularly attended various organised military events and supported prevention activities in liaison with military personnel.

10.5 Immediate Emergency Care (IEC) responder

Under a rolling training programme crews are being trained in partnership work with SECamb to a higher level of medical skill, which will also see defibrillators being placed on all front line appliances and public access defibs available at stations within the New Year.

11 COMMUNITY ENGAGEMENT

11.1 Junior Citizens

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

Number of Days	Number of Pupils
-	-

Note: During 2014, Young citizens will recommence in Surrey Heath (November) for year 7 pupils.

11.2 Firewise Scheme

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

Surrey Heath Borough	
Number of Referrals	5 (6 visits)

11.3 Youth Engagement Scheme

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

Surrey Heath Borough	
Total Number of Referrals	1
Total Number Offered Taster Session	1
Total Number Started	1
Total Number Graduated	1

11.4 Safe Drive Stay Alive

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

Surrey Heath Borough	
Number of Pupils	431 booked 392 attended

12 WHAT HAPPENS NEXT

Members asked to support the Station(s) plan and targeted activities for 2014/15

Members asked to recognise good performance by Surrey Heath personnel in 2013/14

LEAD OFFICER: Paul Kenny, Group Commander

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CONTACT OFFICER: Ian Ray, Assistant Group Commander
Borough Commander Surrey Heath

TELEPHONE NUMBER: 01737 242444

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BACKGROUND PAPERS: Surrey Heath Plan 2013/14
SFRS Public Safety Plan.

Camberley station plan and Targeted activity 2014/15

Chobham station plan and targeted activity 2014/15

Web: www.surrey-fire.gov.uk

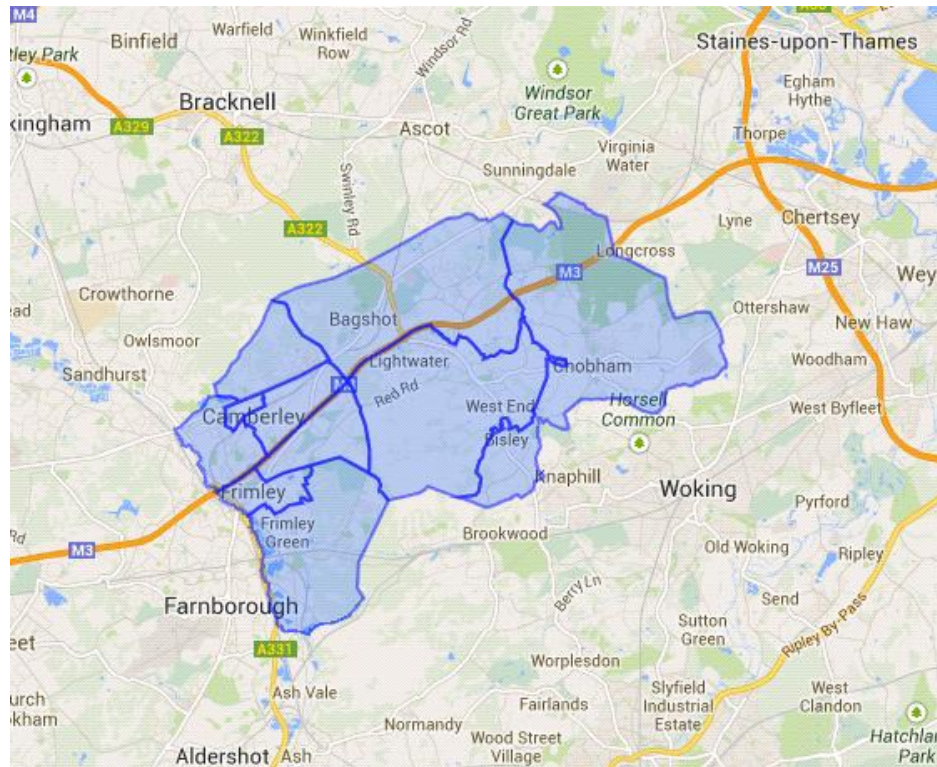
File Ref: Surrey Heath Borough Report April 2013-March 2014	Owner: AGC Ian Ray Borough Commander Surrey Heath
Date of Issue: 10th October 2014	Version Number: 2
Consulted: Yes	

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Surrey Fire and Rescue Service – Camberley Station Plan – 2014/15



Surrey Heath



Our Mission:

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

Our Priorities for 2014

- To communicate clearly with our staff and the public to ensure our plans, aims and objectives are clearly understood and we deliver the highest possible quality of service
- To ensure that our personnel are able to provide the best service possible to the public in an emergency situation by ensuring that sufficient focus is placed upon maintaining and improving operational competence / skills
- To make our communities safer through a range of community safety initiatives, working in partnership wherever possible
- To optimise the use of our resources by targeting them appropriately based on analysis of all the information available to us
- To ensure our personnel project the professional image that SFRS requires and the public expects

How We Will Make This Happen

Camberley station personnel will support the Surrey Fire and Rescue mission through the delivery of their local station plan. These will include:

- *Ensuring all personnel are well briefed and informed*
- *Following a risk based approach we will target demographic groups or geographic areas to reduce fires in the home*
- *Making the most vulnerable people in Camberley safer*
- *Reducing the risk of arson in business premises*
- *Reducing the number of water related deaths and injuries*
- *Educating young people to make them safer from fire*
- *Engaging with partners and the community to deliver improved community cohesion and sharing of facilities; focussing on consolidating core fire-fighter skills, command competence and gathering effective risk information in order to make our firefighters safer when responding to operational incidents*

To find out more about what we do, please take a look at our [web page](#).

What difference will this make by 2015?

- Through joint prevention initiatives we will have provided early intervention and contributed towards reducing the number of incidents we attend
- We will have delivered community fire prevention advice to “at risk” groups (people over 65, and people with mental health, alcohol, drug, mobility difficulties or people who smoke) and vulnerable adults to support them to live in their community more independently for longer. Our staff will be better informed about dementia and domestic abuse.
- We will have increased the ownership of smoke detectors. People will be more aware of the need to have the correct type of detector in the right location. Our communities will be more informed of the risks from fire, specifically around cooking and electrical safety.
- Our full time and part time fire-fighters will be supported by Surrey Fire Volunteers to deliver community fire safety initiatives.
- Operational surveys will have provided information to support decision making by incident commanders to resolve incidents more effectively. Operational surveys will also support safe systems of work on the incident ground to reduce the risk of injury to emergency responders and the public.
- By working flexibly our teams will have contributed to deliver a balanced budget.
- We will have completed skills checks to provide assurance that the core skills of our teams provide them with the competence and confidence to deliver high quality services. Our teams will have participated in training events, exercises and table top scenarios to test their operational readiness and command competence.
- Our workplaces will be safer and our workforce healthier. By promoting safe behaviours and safe habits our people will be healthier and our workplaces safer. This will result in
 - A reduction in the overall number of workplace safety events and associated days lost,
 - A reduction in the number of vehicle collisions,
 - 80% of all safety event investigations completed within the agreed timescales
- We will have provided support to managers and staff to return to work and reduce the amount of time lost to sickness.

2013/14 Performance Information

- Service performance against the response standard*:
 - critical incidents **80.76%** non-critical incidents **97.21%**
- Total number of calls (West Area)*:
 - AFD – **2359** dwelling fires - **331** other property fires - **13**
 - non property fires - **131** road traffic collisions - **488**
 - special services – **665**
- Number of fire deaths and injuries (Countywide)*: **170**
- Number killed or seriously injured in RTCs (Countywide): **213**
- Number of community safety visits (Countywide)*: **3357**
 - Progress against % at risk groups*: **69%**
- Number of operational surveys undertaken(West Area): **339**
- Number of days lost to absence(West Area):
 - Short term – **747**
 - Long term - **2051**
- Number of workplace safety events (Service): **138**
- The number of Service vehicle collisions: **34**
- Safety event investigations completed within the agreed timescales(Service): Target – 80%, Q1,Q2,Q3 – **46%**

*2012/13



Camberley Station – Targeted Station Activity 2014-15

Targets (watch targets in brackets)	Quarter 1		Quarter 2		Quarter 3		Quarter 4		total
	Target	Actual	Target	Actual	Target	Actual	Target	Actual	
<i>Carry out Community Safety Visits, with a minimum of 60% targeted at vulnerable households</i>	75 (19)		75 (19)		75 (19)		75 (19)		300
<i>Carry out RTC reduction campaigns in identified risk areas to help reduce deaths and injuries on our roads</i>	1		1		1		1		4
<i>We will organise water safety events at identified locations to promote water safety:</i>			1						1
<i>We will organise events aimed at raising the publics and partners awareness of the dangers of wildfire</i>			4 (1)		4 (1)				8
<i>We will identify the higher risks (or identified through internal risk system) we may face operationally, visit these premises and produce information/liaise with other watches for visits to be made.</i>	4 (1)		4 (1)		4 (1)		4 (1)		16
<i>We will deliver FF4AD or other youth diversion events such as Lifecut</i>			as	req	ui	red			
<i>We will undertake SSRI visits on our highest risk premises or larger sites (for example as part of our wildfire preparation work)</i>	12 (3)		12 (3)		12 (3)		12 (3)		48
<i>We will hold a station open day</i>					1				
<i>We will complete Christmas fire safety / New Year sales visits on local commercial premises</i>					52 (13)		48 (12)		100
<i>We will support major community events such as the Surrey Heath Show/ Deepcut families day/ Camberley car show</i>	1		2						3
<i>We will engage with all members of the community to deliver safety advice either on or off station as required</i>	20 (5)		20 (5)		20 (5)		20 (5)		80

General Community Safety / Risk Reduction

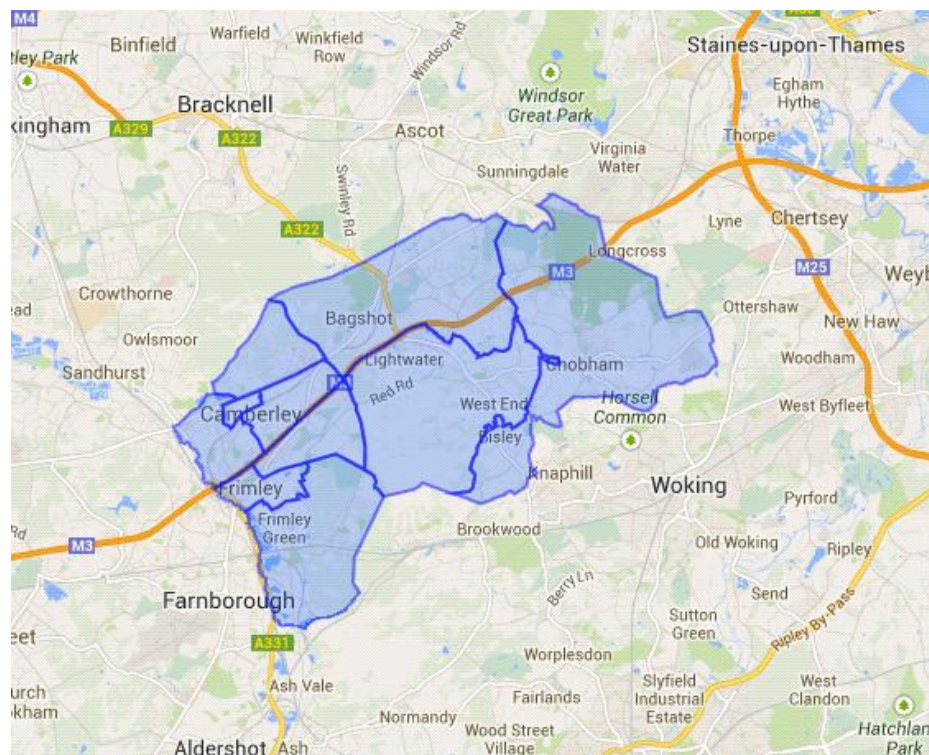
- We will monitor automatic fire alarms (AFAs) and identify all premises with repeat actuations in line with Service policy. We will then work with the occupiers and the protection team to reduce the number of actuations and associated impacts on both the business and the Service
- We will work closely with the Local Authority (LA), other SFRS departments (such as Fire Investigation), Police and private landlords to ensure that 100% of all known derelict properties, or those in danger of becoming derelict, are identified and boarded up to reduce the risk of their involvement in deliberate fire setting.
- When the severity index reaches level 3 or above, we will carry out wildfire patrols in high risk areas, carrying out prevention and reassurance activities
- In addition to the planned community safety visits, we will undertake a 'hot strike' following every house fire in the borough to ensure that we make people more aware of safety in the home and provide reassurance where needed
- We will identify businesses at risk of arson and carry out any remedial actions necessary, working with partners as required
- We will be flexible and respond to risk where we find it, delivering safety advice in innovative ways where required and informing others of good practise where created

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Surrey Fire and Rescue Service – Chobham Station Plan – 2014/15



Surrey Heath



Our Mission:

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

Our Priorities for 2014/15

- To communicate clearly with our staff and the public to ensure our plans, aims and objectives are clearly understood and we deliver the highest possible quality of service
- To ensure that our personnel are able to provide the best service possible to the public in an emergency situation by ensuring that sufficient focus is placed upon maintaining and improving operational competence / skills
- To make our communities safer through a range of community safety initiatives, working in partnership wherever possible
- To optimise the use of our resources by targeting them appropriately based on analysis of all the information available to us
- To ensure our personnel project the professional image that SFRS requires and the public expects

How We Will Make This Happen

Chobham station personnel will support the Surrey Fire and Rescue mission through the delivery of their local station plan. These will include:

- Ensuring all personnel are well briefed and informed
- Following a risk based approach we will target demographic groups or geographic areas to reduce fires in the home
- Making the most vulnerable people in Chobham safer
- Reducing the risk of arson in business premises
- Reducing the number of water related deaths and injuries
- Educating young people to make them safer from fire
- Engaging with partners and the community to deliver improved community cohesion and sharing of facilities; focussing on consolidating core fire-fighter skills, command competence and gathering effective risk information in order to make our firefighters safer when responding to operational incidents

To find out more about what we do, please take a look at our [web page](#).

What difference will this make by 2015?

- Through joint prevention initiatives we will have provided early intervention and contributed towards reducing the number of incidents we attend
- We will have delivered community fire prevention advice to “at risk” groups (people over 65, and people with mental health, alcohol, drug, mobility difficulties or people who smoke) and vulnerable adults to support them to live in their community more independently for longer. Our staff will be better informed about dementia and domestic abuse.
- We will have increased the ownership of smoke detectors. People will be more aware of the need to have the correct type of detector in the right location. Our communities will be more informed of the risks from fire, specifically around cooking and electrical safety.
- Our full time and part time fire-fighters will be supported by Surrey Fire Volunteers to deliver community fire safety initiatives.
- Operational surveys will have provided information to support decision making by incident commanders to resolve incidents more effectively. Operational surveys will also support safe systems of work on the incident ground to reduce the risk of injury to emergency responders and the public.
- By working flexibly our teams will have contributed to deliver a balanced budget.
- We will have completed skills checks to provide assurance that the core skills of our teams provide them with the competence and confidence to deliver high quality services. Our teams will have participated in training events, exercises and table top scenarios to test their operational readiness and command competence.
- Our workplaces will be safer and our workforce healthier. By promoting safe behaviours and safe habits our people will be healthier and our workplaces safer. This will result in
 - A reduction in the overall number of workplace safety events and associated days lost,
 - A reduction in the number of vehicle collisions,
 - 80% of all safety event investigations completed within the agreed timescales
- We will have provided support to managers and staff to return to work and reduce the amount of time lost to sickness.

2013/14 Performance Information

- Service performance against the response standard*:
 - critical incidents **80.76%** non-critical incidents **97.21%**
- Total number of calls (West Area)*:
 - AFD – **2359** dwelling fires - **331** other property fires - **13**
 - non property fires - **131** road traffic collisions - **488**
 - special services – **665**
- Number of fire deaths and injuries (Countywide)*: **170**
- Number killed or seriously injured in RTCs (Countywide): **213**
- Number of community safety visits (Countywide)*: **3357**
 - Progress against % at risk groups*: **69%**
- Number of operational surveys undertaken(West Area): **339**
- Number of days lost to absence(West Area):
 - Short term – **747**
 - Long term - **2051**
- Number of workplace safety events (Service): **138**
- The number of Service vehicle collisions: **34**
- Safety event investigations completed within the agreed timescales(Service): Target – 80%, Q1,Q2,Q3 – **46%**

*2012/13

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Chobham Station – Targeted Station Activity 2014-15

Targets	Quarter 1		Quarter 2		Quarter 3		Quarter 4	
	Target	Actual	Target	Actual	Target	Actual	Target	Actual
<i>Carry out Community Safety Visits, with a minimum of 60% targeted at vulnerable households, HFSV Campaign Westend 01 April 2014</i>	10		10		10		10	
<i>Carry out RTC reduction campaign at Chobham May Day Carnival on Monday 5th May '14 to help reduce deaths and injuries on our roads</i>	1							
<i>We will organise an event aimed at raising the public's awareness of the dangers of wildfire in partnership with the Surrey Wildlife Trust at Monument Car Park, Chobham Common on Saturday 2nd August. '14.</i>			1					
<i>We will identify the highest risks we may face operationally, visit these premises and produce information / lecture packs for the following, Coxhill Manor, Gordon's School, Wishmore Cross School and Alpha 319 Business Site. Quarter 1 Coxhill Manor 16th June 14</i>	1		1		1		1	
<i>We will undertake SSRI visits on our highest risk premises or sites (as a part of our wildfire preparation work) Quarter 1 Chobham Common 19th May 14 Boxer Cars Fair Oaks 16th June 14</i>	2		2		2		2	
<i>We will hold a station open day alongside the RTC reduction campaign at the May Day Carnival on Monday 5th May '14.</i>	1							
<i>We will complete Christmas fire safety / New Year sales visits on local commercial premises including new retail shops that have recently opened.</i>							5	
<i>We will support major community events at the Chobham Carnival and Chobham Rugby Club Fireworks. Quarter 1 Chobham Carnival 5th May 14</i>	1				1			
<i>We will engage with all members of the community to deliver safety advice either on or off station as required at the above events and via requests.</i>	1				1			

ITEM 14 **General Community Safety / Risk Reduction**

- *We will monitor automatic fire alarms (AFAs) and identify all premises with repeat actuations in line with Service policy. We will then work with the occupiers and the protection team to reduce the number of actuations and associated impacts on both the business and the Service*
- *We will work closely with the Local Authority (LA), other SFRS departments (such as Fire Investigation), Police and private landlords to ensure that 100% of all known derelict properties, or those in danger of becoming derelict, are identified and boarded up to reduce the risk of their involvement in deliberate fire setting.*
- *When the severity index reaches level 3 or above, we will carry out wildfire patrols in high risk areas, carrying out prevention and reassurance activities*
- *In addition to the planned community safety visits, we will undertake a 'hot strike' following every house fire in the borough to ensure that we make people more aware of safety in the home and provide reassurance where needed*
- *We will identify businesses at risk of arson and carry out any remedial actions necessary, working with partners as required*
- *We will be flexible and respond to risk where we find it, delivering safety advice in innovative ways where required and informing others of good practise where created*

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (Surrey Heath)****DATE:** 11 December 2014**LEAD OFFICER:** MICHELLE COLLINS**SUBJECT:** LOCAL COMMITTEE & MEMBERS' ALLOCATION FUNDING - UPDATE**DIVISION:** ALL**SUMMARY OF ISSUE:**

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

For the financial year 2014/15 the County Council has allocated £10,300 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 April 2014 to date.

RECOMMENDATIONS:

The Local Committee (Surrey Heath) 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 As with all expenditure by the Council, spending of members' allocations should:
- Be directed to activities for which the County Council has legal powers;
 - Meet demonstrable local needs;
 - Deliver value for money, so that there is evidence of the outcomes achieved;
 - Be consistent with County Council policies;
 - Be approved through a process that is open and transparent, consultative, accountable, and auditable;
 - Where appropriate, allow opportunities to be taken to pool funds with partner organisations.
- 1.4 Member Allocation funding is made to organisations on a one-off basis, so that there should be no expectation of future funding for the same or similar purpose. It may not be used to benefit individuals, or to fund schools for direct delivery of the National Curriculum, or to support a political party.

2. RECENT COMPLETED PROJECTS:

- 2.1 Several projects have been taken place within the last 3 months, here are a couple of the projects

Aquaponics project for Cordwalles School

A grant of £2089 will allow the purchase of specialist equipment needed for an 'aquaponics' science project. This will incorporate growing salad and vegetables whilst nurturing edible fish of various types. The project lab will be capable of being extended and developed following successful outcomes.

Christmas Lunch for Heatherside Senior Citizens

A contribution of £400 will allow approximately 30 senior citizens in the Heatherside area of Frimley to enjoy a festive lunch among friends. For many it is their only shared celebration over the Christmas period.

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 received and scrutinised by officers in the County's Community Partnership Team. We also contact officers from other services and departments for advice if we require additional information or specialist knowledge to assess the suitability of projects. We ensure that bids comply with the Council's Financial Framework which contains the financial rules and regulations governing how Members' Allocations funding can be spent .
- 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 passed.

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 the same for all projects.

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

10. CONCLUSION AND RECOMMENDATIONS:

- 10.1 The spending proposals put forward for this meeting have been assessed by officers in the Community Partnerships Team, 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 e.g posters, leaflets, articles in newsletters. We also require evidence that the funding has been spent within 6 months e.g receipts, photos, invoices.

Contact Officer:

Jenny Harvey, Local Support Assistant, 01483 518111.

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

Surrey Heath Members Allocations Expenditure - Balance Remaining 2014-2015

County Councillors have £10,300 to spend on projects to benefit the local community, the local committee has £35,000 capital funding.

	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	DATE PAID
Bill Chapman	EF700249200	Eagle Radio	Radio workshops for schools	£10,300.00	
	EF800238135	Boccia England	Training costs for ten people who will then coach this form of seated bowls	£1,000.00	10.10.2014
	EF800240116	Surrey Heath Neighbourhood	Help with costs of 'Heathwatch', home / neighbourhood security publication	£460.00	22.08.2014
	EF700257541	Cordwalles School	secure goal posts	£1,000.00	18.09.2014
	EF700257516	Cordwalles School	Purchase of equipment for a school-wide aquaponics science project	£1,000.00	
			BALANCE REMAINING	£2,089.00	
			£4,751.00		

	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	DATE PAID
Denis Fuller	EF800227729	Kings International College	Initial building work for a wildlife pond to be constructed by the pupils	£10,300.00	
	EF800251355	Camberley RFC	Joint bid with Cllr Ivison. Assistance with the cost of an additional store room/improv	£1,347.37	13/06/2014
				£1,000.00	
		BALANCE REMAINING	£7,952.63		

	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	DATE PAID
Mike Goodman	EF700225949	Windle Valley Youth Project	Road name signs for 'Badger Swift Way' - named by the local community.	£10,300.00	
	EF300392226	SCC, Corporate Parenting	Contribution towards the Bursary Fund for projects for Looked After Children	£640.00	12.05.2014
	EF700247190	Windlsham Parish Council	Creation of a Memorial Garden in Baghot Cemetary	£250.00	13.11.2014
	EF700253348	Chobham Burymead FC	New goalposts	£979.10	20.10.2014
	EF300396140	Surrey County Council	Grit bin for Whitmore Road, Bagshot (being considered)	£300.00	24.11.2014
			BALANCE REMAINING	£1,009.00	
			£7,121.90		

	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	DATE PAID
David Ivison	EF700245921	Surrey Heath Museum	Archeological audit	£10,300.00	
	EF800249848	Heather Ridge School	Contribution to the construction of a Trim Trail (being considered)	£500.00	18.09.2014
	EF800236414	Prior Heath School PTA	one-off contribution to assist with overheads	£980.00	
	EF300392226	SCC, Corporate Parenting	Contribution towards the Bursary Fund for projects for Looked After Children	£250.00	19.08.2014
	EF700248312	St Francis' Church, Frimley	Assistance with replacement front boundary fence	£500.00	13.11.2014
	EF700251491	Heatherside Senior Citizens	Christmas lunch	£1,000.00	30.09.2014
	EF800251355	Camberley RFC	Joint bid with Cllr Fuller. Assistance with the cost of an additional store room/improv	£400.00	14.11.2014
		TBC	start up funding for weekly drop in sessions for senior citizens in Nepalese communi	£4,000.00	
			BALANCE REMAINING	£2,000.00	
			£670.00		

Surrey Heath Members Allocations Expenditure - Balance Remaining 2014-2015

County Councillors have £10,300 to spend on projects to benefit the local community, the local committee has £35,000 capital funding.

Adrian Page	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	DATE PAID
				£10,300.00	
	EF800238667	West End Parish Council	Two replacement wooden benches next to pond on West End recreation ground.	£550.00	18.09.2014
	EF800238276	West End Village Hall Manag	Replacement of fire exit doors at Tringham Hall, West End	£2,500.00	18.09.2014
	EF300392226	SCC, Corporate Parenting	Contribution towards the Bursary Fund for projects for Looked After Children	£500.00	13.11.2014
	EF800246048	West End & Windlesham Dist	Installation of safe electrical supply for the annual show	£997.00	31.10.2014
	EF800245587	Windlesham Parish Council	Installation of two benches at Lightwater Recreation Ground	£1,787.08	31.10.2014
	EF700257934	Bisley Parish Council	Improvements to the Sports Enclosure, Pavilion and Open Spaces in Bisley	£2,500.00	
BALANCE REMAINING				£1,465.92	

Chris Pitt	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	DATE PAID
				£10,300.00	
		Surrey County Council	Installation of additional Heritage Lighting in Frimley Green (details TBC)	£10,300.00	
BALANCE REMAINING				£0.00	

Local Committee Capital Funding	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	LC CAPITAL	DATE PAID
				£35,000.00	
	EF800250638	Windlesham Parish Council	Renovation of Bagshot Chapel	£5,000.00	
		Pineridge School	Help with the cost of removing asbestos from school kitchen	£5,000.00	
		Surrey Heath Borough Council	Improvements to Heatherside Childrens' Playground	£10,000.00	
		Surrey County Council	Installation of heritage lighting in Frimley Green	£5,000.00	
	EF700252179	2nd Frimley Scouts	New roof for scout hut.	£5,000.00	
		Farnborough Fins	Contribution to the upgrade of the pool at Kings International School	£5,000.00	
BALANCE REMAINING				£0.00	

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (SURREY HEATH)****DATE:** 11 December 2014**LEAD OFFICER:** Nikkie Thornton-Bryar**SUBJECT:** Forward Plan**DIVISION:** All**SUMMARY OF ISSUE:**

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

RECOMMENDATIONS:

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

REASONS FOR RECOMMENDATIONS:

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

1. INTRODUCTION AND BACKGROUND:

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

2. ANALYSIS:

2.1 No analysis was required for this report.

3. OPTIONS:

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

Thursday 12 March 2015

1. Petition responses (The Hatches Bridleway Path improvements, Remove the London Road Bus Lane and reverse the unacceptable deterioration of the Camberley Route 2 bus service)
2. Highways Update
3. Youth – Local Prevention Commissions
4. Members Allocations Update
5. Forward Plan

Thursday 2 July 2015

1. Petition responses (if applicable)
2. Highways Update
3. Members Allocations Update
4. Forward Plan

4. CONSULTATIONS:

Members and Surrey County Council officers have been consulted.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 There are no financial implications of the forward plan.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

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

7. LOCALISM:

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

8. OTHER IMPLICATIONS:

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

9. CONCLUSION AND RECOMMENDATIONS:

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

10. WHAT HAPPENS NEXT:

10.1 No further action is required.

Contact Officer: Nikkie Thornton-Bryar, Community Partnerships and Committee Officer (Surrey Heath)
01276 800269

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

Annexes: None

Sources/background papers: None

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