

Agenda

Spelthorne
Local Committee

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



Discussion

Agenda items include:

- **Surrey Floods – Spelthorne**
- **Highways Update**
- **Services For Young People
Annual Report**
- **Church Street Staines-
upon-Thames Feasibility
Study**

Venue

Location: Council Offices

Knowle Green

Staines-upon-Thames.

TW18 1XB

Date: Monday, 30 June 2014

Time: 6.30 pm

You can get involved in the following ways

Get involved

Ask a question

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

Write a question

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

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

Sign a petition

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

Thank you for coming to the Local Committee meeting

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

email: yvette.ortel@surreycc.gov.uk

Tel: 01932 795120

Website: <http://www.surreycc.gov.uk/spelthorne>



SURREY
COUNTY COUNCIL

Surrey County Council Appointed Members

Mr Richard Walsh, Laleham and Shepperton (Chairman)
Mrs Denise Saliagopoulos, Staines (Vice-Chairman)
Mr Ian Beardsmore, Sunbury Common and Ashford Common
Mrs Carol Coleman, Ashford
Mr Robert Evans, Stanwell and Stanwell Moor
Mr Tim Evans, Lower Sunbury and Halliford
Mr Daniel Jenkins, Staines South and Ashford West

Borough Council Appointed Members

Cllr Chris Frazer, Ashford East
Cllr Ian Harvey, Sunbury East
Cllr Jean Pinkerton, Staines South
Cllr Joanne Sexton, Ashford North & Stanwell South
Cllr Richard Smith-Ainsley, Laleham & Shepperton Green
Cllr Spencer Taylor, Stanwell North
Cllr Robert Watts, Shepperton Town

Chief Executive
David McNulty

			
Richard Walsh (Chairman) <i>Laleham & Shepperton</i>	Denise Saliagopoulos (Vice-Chairman) <i>Staines</i>	Ian Beardsmore Sunbury Common & Ashford Common	Carol Coleman <i>Ashford</i>
			
Robert Evans <i>Stanwell & Stanwell Moor</i>	Tim Evans <i>Lower Sunbury & Halliford</i>	Daniel Jenkins <i>Staines South & Ashford West</i>	
		 SURREY COUNTY COUNCIL Local Committee (Spelthorne) County Councillors 2013-17	

For Councillor contact details, please contact Georgie Lloyd on georgie.lloyd@surreycc.gov.uk, tel: 01372 832605 or visit www.surreycc.gov.uk/spelthorne



Chris Frazer
Ashford East

Ian Harvey
Sunbury East

Jean Pinkerton
OBE
Staines South

Joanne Sexton
*Ashford North and
Stanwell South*



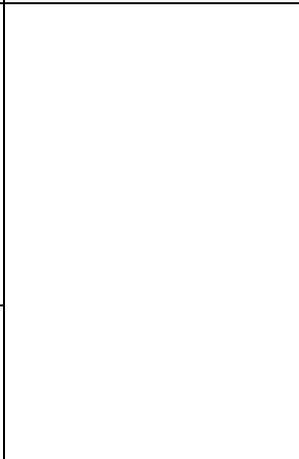
Richard Smith-
Ainsley
*Laleham and
Shepperton Green*



Spencer Taylor
Stanwell North



Robert Watts
Shepperton Town



**Local Committee
(Spelthorne)**

**Borough Council
Co-optees 2014-15**

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 Susan Briant/ Yvette Ortel, Community Partnership & Committee Officer on 01932 795120 or write to the Community Partnerships Team at Room 357, Council Offices, Knowle Green, Staines-upon-Thames TW18 1XB or susan.briant@surreycc.gov.uk and yvette.ortel@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.

Use of social media and recording at council meetings

Reporting on meetings via social media

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

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

Webcasting

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

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

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

Requests for recording meetings

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

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

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

Using Mobile Technology

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

1 APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2 MINUTES OF PREVIOUS MEETING

(Pages 1 - 6)

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

3 DECLARATIONS OF INTEREST

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

Notes:

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

4 CHAIRMAN'S ANNOUNCEMENTS

To receive any Chairman's announcements.

Agenda item only.

5 PETITIONS & LETTERS OF REPRESENTATION

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, providing the minimum number of signatures (30) has been reached 14 days before the meeting.

No petitions were received for this meeting.

5a PETITION RESPONSES

(Pages 7 - 36)

To provide Members with an Officer response to petitions previously submitted to the Local Committee.

Three petitions were received at the Local Committee meeting on 17th March 2014:

i) From Aldrin Fernandes which contained 48 signatures and read:

“We the undersigned petition Surrey County Council to ban HGV on Cadbury Road (A244).”

ii) From Paul Marks which contained 429 signatures and read: “We the undersigned petition Spelthorne Borough Council [and Surrey County Council] to compel Thames Water and the Environment Agency to review and mitigate the River Ash flood risk.”

iii) From Martin Cherrett which contained 201 signatures and read: “We call upon the Surrey County Council Local Committee in Spelthorne to make a public statement on the flooding in Greenlands Road and Leacroft, Staines-upon-Thames in the week beginning 10th February 2014.”

Responses attached

6 MEMBER QUESTION TIME

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

Agenda item only.

7 PUBLIC QUESTION TIME

To receive any questions from Surrey County Council electors within the area in accordance with Standing Order 66.

Agenda item only.

8 SURREY FLOODS - SPELTHORNE

(Pages 37 - 46)

This report provides background information on the incident and the flood recovery to restore affected communities to ensure that they are more resilient going forward.

9 ANNUAL PERFORMANCE REPORT FROM SERVICES FOR YOUNG PEOPLE

(Pages 47 - 64)

To update the Local Committee on the progress that Services for Young People has made towards participation for all young people in Spelthorne in post-16 education, training and employment during 2013-14.

10 CREATING OPPORTUNITIES FOR YOUNG PEOPLE: LOCAL RE-COMMISSIONING FOR 2015 - 2020

(Pages 65 - 76)

To explore increased delegation of decision-making in relation to local ‘early help’ for young people, within the context of re-commissioning for 2015 to 2020.

11 HIGHWAYS UPDATE

(Pages 77 - 100)

To receive an update from the Highways Area Team Manager (North East).

- 12 CHURCH STREET STAINES-UPON-THAMES FEASIBILITY STUDY** (Pages 101 - 146)
- Summary of progress with the Church Street, Staines-Upon-Thames, feasibility study.
- 13 REVIEW OF HIGHWAYS WINTER SERVICE ARRANGEMENTS** (Pages 147 - 150)
- To seek the views of the Spelthorne Local Committee on the delivery of the Winter Service operations in the 2013/14 season, to feedback into the annual review.
- 14 DECISION ON LOCAL COMMITTEE SUBSTITUTES**
- Under the County Council's Constitution (Part 4. Standing Orders, Part 3 40 (f)) no substitutes are permitted for district/borough council co-opted members of local committees, unless a local committee agrees otherwise at its first meeting following the Council's annual meeting and in relation to all meetings in the following year, upon which named substitutes will be appointed to the Local Committee on the nomination of the relevant district/borough council.
- The Local Committee is therefore asked to decide whether it wishes to co-opt substitutes in the municipal year 2014/15.
- Agenda item only.*
- 15 REPRESENTATION ON TASK GROUPS & OUTSIDE BODIES** (Pages 151 - 158)
- To seek the appointment of Members to various groups as the County Council's Local Committee representative, during the current municipal year.
- 16 LOCAL COMMITTEE COMMUNITY SAFETY & MEMBERS' ALLOCATION FUNDING UPDATE** (Pages 159 - 164)
- To receive a report on Local Committee and Members' allocation funding.
- Surrey County Council Councillors receive funding to spend on local projects that help to promote social, economic or environmental wellbeing 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 May 2014.
- 17 LOCAL COMMITTEE FORWARD PROGRAMME 2014-2015** (Pages 165 - 168)
- 18 DATE OF NEXT MEETING**
- To be held on Monday 29th September 2014 at 7pm in the Council Chamber, Spelthorne Council Offices, Knowle Green, Staines-upon-Thames TW18 1XB.
- (6.30pm – 7pm: Informal Public Question Time)

DRAFT

Minutes of the meeting of the
Spelthorne LOCAL COMMITTEE
 held at 6.30 pm on 17 March 2014
 at Council Offices, Knowle Green, Staines-upon-Thames. TW18 1XA.

Surrey County Council Members:

- * Mr Richard Walsh (Chairman)
- * Mrs Denise Saliagopoulos (Vice-Chairman)
- * Mr Ian Beardsmore
- * Mrs Carol Coleman
- * Mr Robert Evans
- * Mr Tim Evans
- * Mr Daniel Jenkins

Borough / District Members:

- * Cllr Chris Frazer
- Cllr Ian Harvey
- * Cllr Jean Pinkerton
- Cllr Joanne Sexton
- * Cllr Richard Smith-Ainsley
- * Cllr Spencer Taylor
- * Cllr Robert Watts

* In attendance

84/13 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies were received from Councillors Ian Harvey and Joanne Sexton.
 Councillor Friday acted as a substitute for Councillor Sexton

85/13 MINUTES OF PREVIOUS MEETING [Item 2]

Minutes from the Local Committee held on 16 December 2013 were agreed
 and approved as an accurate record and were signed by the Chairman.

86/13 DECLARATIONS OF INTEREST [Item 3]

There were no declarations of interest.

87/13 CHAIRMAN'S ANNOUNCEMENTS [Item 4]

The Chairman did not make any announcements.

88/13 PETITIONS & LETTERS OF REPRESENTATION [Item 5]

Three petitions were received:

1. Petitioner Mr Cherrett

ITEM 2

“We call upon the Surrey County Council Local Committee in Spelthorne to make a public statement on the flooding in Greenlands Road and Leacroft, Staines-upon-Thames in the week beginning 10th February 2014.

What information did the County Council receive in advance of this flooding, from whom, and when? What action did the County Council take in response to this warning? What has the Council subsequently discovered about the causes of the flooding? What action is the Council taking to prevent further incidents like this happening again?”

The petition had 201 signatories.

2. Petitioner Mr Paul Marks (presented by Mr Cherrett)
For Spelthorne Borough Council “To compel Thames Water and the Environment Agency to review and mitigate the River Ash flood risk”

The petition had 424 signatories.

3. Petitioner Mr Aldrin Fernandes
“To ban HGV vehicles on Cadbury Road (A244)”

The petition had 48 signatories. The petitioner was not present at the meeting.

The Chairman thanked the people who signed the petitions and said a formal response to the petitions will be presented by officers at the next Local Committee on 30 June 2014.

89/13 PETITION RESPONSE: (FOR INFORMATION) [Item 5a]

A formal response to the petition received from Sabera Wahab regarding the provision of a bus service from Sunbury Cross Roundabout, Staines Road East to Hampton and Kingston was received as Item 5a. The petitioner was not present at the meeting.

90/13 MEMBER QUESTION TIME [Item 6]

Six Member questions were received, three from Cllr Saliagopoulos, two from Cllr Coleman and one from Cllr Robert Evans. The questions and answers are set out in Annexe 1 to these minutes.

Cllr Saliagopoulos asked a supplementary question. “Please provide assurance that the matter will be investigated as a priority”. Cllr Saliagopoulos and Cllr Walsh agreed to talk to officers at a meeting on 18 March and to write to the Environment Agency and Thames Water after that meeting.

Cllr Coleman asked a supplementary question to question 5. “Please provide assurance that savings could not have been made elsewhere, for example, managers’ cars?” An assurance was given that every possible saving had been looked at by officers.

Cllr Robert Evans asked a supplementary to question 6. “Will the Highways Agency listen to residents, can we make suggestions and what is the timescale?” Richard Bolton, Local Highways Services Group Manager confirmed that the Highways Agency was open to suggestions and they were currently looking at six potential solutions. He agreed to respond to Cllr Evans concerning the timescale.

91/13 PUBLIC QUESTION TIME [Item 7]

The Local Committee received written questions from three members of the public in advance of the meeting: one from Mr McLuskey, one from Mr Carruthers and one from Mr Seaman. The questions and answers are set out in Annexe 1 to these minutes.

Mr Seaman asked that paragraph 3 of the answer to Question 3 be amended to read “If following.....”

92/13 DATA OVERVIEW OF ACADEMIC PROGRESS WITHIN THE BOROUGH OF SPELTHORNE (FOR INFORMATION) [Item 8]

The Chairman welcomed Kerry Randle, Area Education Officer – NE and Michael Youlton and Maria Dawes from Babcock 4S. Maria Dawes presented the report and a full discussion ensued.

Cllr Tim Evans raised a number of queries on the report and Maria agreed to clarify these points with Cllr Evans.

It was suggested that the Local Committee acknowledge the tremendous effort put in by teachers and staff. The Chairman agreed to write a letter to that effect.

It was noted that there was a need to focus on early literary skills in Early Years and that this should be reflected in the conclusion to the report. Cllr Watts asked for the budget for the ‘Action Plan’. Maria agreed to send the figures to Cllr Watts.

Maria acknowledged that Spelthorne is an unique borough and whilst there are some positive trends and Spelthorne is moving in the right direction there is still more work to be done and a need to move more rapidly. She suggested that an education action group be set up. It was agreed that paragraph 9.13 be added to the report, as follows:

9.13 – “It is recommended that an Education Action Group is established, with representation from Schools, LA services and local councillors, to commence further detailed discussion in order to identify required actions to support improvements being achieved at a more rapid rate.”

93/13 HIGHWAYS UPDATE (FOR DECISION) [Item 9]

ITEM 2

The Chairman welcomed Richard Bolton, Local Highways Group Manager who presented the report. After a full discussion, the officer's recommendations on the report were agreed

THE LOCAL COMMITTEE (SPELTHORNE) AGREED:

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

94/13 OPERATION HORIZON FIVE YEAR CARRIAGEWAY MAINTENANCE PLAN (FOR INFORMATION) [Item 10]

Richard Bolton, Local Highways Group Manager presented the report.

The committee requested that contractors be co-ordinated to ensure best value. It also asked whether it was possible to re-arrange the priority of a number of projects. Richard Bolton said there may be some flexibility and councillors were requested to contact Highways with any queries.

95/13 ON STREET PARKING REVIEW OF SPELTHORNE (REVISED REPORT) (FOR DECISION) [Item 11]

The Chairman welcomed Jack Roberts, Engineer, Parking Strategy and Implementation Team who presented the report. It was noted that any objections submitted by the public would be considered by the next task group.

THE LOCAL COMMITTEE (SPELTHORNE) AGREED THAT:

(i) bus stop clearways as described in paragraph 3.8 and the proposed amendments to on-street parking restrictions in Spelthorne, as described in the report and shown in detail on drawings in Annexe A;

(ii) the Local Committee allocates funding as detailed in paragraph 5.1 of the report to proceed with the introduction of the parking amendments;

(iii) the intention of the county council to make an order under the relevant parts of the Road Traffic Regulation Act 1984 to impose the waiting and on street parking restrictions in Spelthorne, as shown on the drawings in Annexe A are advertised and that if no objections are maintained, the orders are made;

(iv) that if there are unresolved objections, they will be dealt with in accordance with the county council's scheme of delegation by the parking strategy and implementation team manager, in consultation with the Chairman/Vice chairman of the Local Committee and the appropriate County Councillor. An additional Member may be invited for comment.

96/13 ROAD SAFETY POLICY UPDATE (FOR DECISION) [Item 12]

The Chairman welcomed Duncan Knox, Road Safety Team Manager and Rebecca Harrison, Sustainability Community Engagement Team Leader. Duncan presented the report.

A number of suggestions were put forward by the committee. Duncan agreed to consider these suggestions before updating the policies and resubmitting them to cabinet for approval.

THE LOCAL COMMITTEE (SPELTHORNE) AGREED:

- (i) to review, and provide comments on the draft policies.

97/13 LOCAL COMMITTEE & MEMBERS' ALLOCATIONS FUNDING - UPDATE (FOR INFORMATION) [Item 13]

This Item was for information only. Members noted the amounts spent from Members' Allocation and Local Committee capital budgets.

98/13 FORWARD PROGRAMME 2014/2015 (FOR DECISION) [Item 14]

The Chairman requested that the Local Committee consider the Forward Programme. Cllr Coleman requested that the Feltham Road lorry ban be included on the agenda for the June Local Committee. The possibility of setting up a workshop on cycling was discussed and it was suggested that Cllr Coleman contact Duncan Knox and Members to establish whether there was any interest in this proposal.

THE LOCAL COMMITTEE (SPELTHORNE) AGREED:

- (i) the Forward Programme 2014 / 15 as outlined in Annexe 1.
- (ii) to consider any further themes for Member briefings during 2014/15.

99/13 DATE OF NEXT MEETING [Item 15]

To be held on Monday 30 June 2014 at 7pm in the Council Chamber, Spelthorne Borough Council Offices, Knowle Green, Staines-Upon-Thames TW18 1XB.

(6.30pm – 7pm: Informal Public Question Time)

The meeting which commenced at 7pm, ended at 10.25pm.

Meeting ended at: 10.25 pm

Chairman

This page is intentionally left blank

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SPELTHORNE)

DATE: 30 JUNE 2014

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

SUBJECT: REQUEST FOR HGV BAN ON THE A244, CADBURY ROAD

DIVISION AFFECTED: SUNBURY AND ASHFORD COMMON

**SUMMARY OF ISSUE:**

At the March 2014 Local Committee, a petition was received from Mr. Aldrin Fernandes signed by 50 signatories requesting a HGV ban to be placed on the (A244) Cadbury Road.

RECOMMENDATIONS:

For information only.

1. INTRODUCTION AND BACKGROUND:

1.1 The text of the petition is as follows:

“We the undersigned petition Surrey County Council to ban HGV on Cadbury Road (A244).”

"Over the last few months there has been a significant rise in HGV (Heavy Goods Vehicle) traffic on Cadbury Road. Some estimates put this above 300 such vehicles per day which include petroleum & Hazardous chemical tankers. Most of the vehicles also do not observe the 30 mph speed limit. This increase in traffic can be attributed to the following 7.5 tonne restriction on B377 road of the junction at Sawyer Arm pub The easy access to Heathrow from the M3. The opening of the new Walton Bridge. New buildings at BP Business centre. HGV depot opposite the Young offenders institute. This rise in traffic is having a detrimental effect on the quality of life of the residents of this road by: The Air quality with increased diesel particulate matter. Disturbed sleep patterns with HGV traffic making loud noise when passing over drain cover and un-even surfaces of the road. Low Frequency vibrations shaking building foundations.

Hence we petition the council to ban HGV vehicles from using this road."

ITEM 5a

- 1.2 Prior to presenting the petition to the local committee in March 2014, an e-mail was sent to the Cabinet Member for Transport and Environment, which provides further background information relating to the petition. The text of this e-mail is as follows:

Dear Mr Furey,

As Cabinet Member for Transport, Highways and Environment I would like to bring to your attention the significant rise in HGV traffic (Class C) vehicles on Cadbury Road. There has been a significant rise in HGV traffic coupled with a deteriorating road condition which has made life un-bearable for the residents of Cadbury road, Sunbury. These HGV vehicles create a tremendous noise when they pass over un-even surfaces on the road. The road is very narrow and the close proximity to the houses shakes the foundations of the houses and is a major source of noise & air pollution.

This increase in traffic can be attributed to the following reasons.

- a. A 7.5 tonne restriction on B377
- b. The increased car spaces in BP offices at Sunbury
- c. The un-even and poor condition of the road.
- d. The setup of the HGV terminal in Feltham.
- e. Speeding traffic above the 30 mph limit.

I therefore request to urgently look into this matter and provide solutions to this problem. There have already been three fatalities on this road in the last decade. I have already complained to the Highway authorities and have seen no action taken on the matter.

This rise in HGV traffic is having a detrimental effect on the quality of life of the residents of this road by:

- a. The Air quality with increased diesel particulate matter.
- b. Disturbed sleep patterns with HGV traffic making loud noise when passing over drain cover and un-even surfaces of the road.
- c. Low Frequency vibrations shaking building foundations.

I would earnestly request you to implement any or all of the following

- a HGV ban
- b An immediate resurfacing of this road
- c. Speed cameras.

Kind Regards

- 1.3 Cadbury Road runs between Ashford and Sunbury Common in Spelthorne. Cadbury Road links the A308 Staines Road West to the south and C233 Chertsey and Groveley Road to the West and North respectively.
- 1.4 The road is mainly residential in nature with a BP development site at the top where it forms a junction with Chertsey and Groveley Road. Cadbury Road is also subject to a 30mph speed limit.

2. ANALYSIS:

- 2.1 The A244 is a principal road on the distributor road network and has been for many years. It remains an important link between the A308 Staines Road West and the A315 Staines Road, for all vehicles types. Distributor roads are those we would encourage traffic to use.
- 2.2 According to the Department for Transport's Guidance on Road Classification and Primary Route Network published in January 2012, A roads are intended to provide large-scale transport links. Apart from the A316 and the A30, there are no A roads linking the Staines Road West to the A315. C233 Chertsey Road located on the West of Cadbury Road linking the A308 Staines West Road to A244 Chertsey Road is unsuitable for HGV's due to its narrow width and 20mph zone with flat top humps.
- 2.3 As a principal road, the A244 is designed to take vehicles of all types. Imposing a HGV restriction on the aforementioned road would divert lorries onto less appropriate routes. In fact quite the opposite is normally the case; weight limits are introduced on other routes to ensure that HGVs use only the principal route network.
- 2.4 Data obtained from the Spelthorne Freight review commissioned in December 2013 show that there was an average of fifty (50) HGVs (3.5 Tonnes and above) per hour used Cadbury Road, the highest in the area, apart from the A308 Staines Road West and A244 Windmill Lane. A HGV ban on Cadbury Road would significantly increase HGV traffic on to Feltham Road as it is the most likely diversion route.
- 2.5 It is not recommended to introduce any restrictions on HGV movement on Cadbury Road, as this would result in the displacement of HGV traffic onto less suitable roads.
- 2.6 In accordance with the recommendations of the recent HGV movement study Committee could consider measures to mitigate the impact of HGV traffic on Cadbury Road. Such measures might include resurfacing the road, moving ironwork out of the wheel tracks of larger vehicles, and measures to encourage compliance with the speed limit. It is Committee's prerogative to prioritise and promote such measures.

3. OPTIONS:

- 3.1 None.

4. CONSULTATIONS:

- 4.1 None.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 None.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

ITEM 5a

6.1 None.

7. LOCALISM:

7.1 None.

8. OTHER IMPLICATIONS:

8.1 None.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 It is not recommended to introduce any restrictions on HGV movement on Cadbury Road, as this would result in the displacement of HGV traffic onto less suitable roads.
- 9.2 Committee may wish to prioritise and promote measures to mitigate the impact of HGV traffic in Cadbury Road.

10. WHAT HAPPENS NEXT:

10.1 The petitioner will be advised of the outcome of their petition.

Contact Officer: Kwabena Kutton, Surrey Highways - 0300 200 1003
Consulted: None.
Annexes: None.
Sources/background papers: Feltham Road, Ashford, HGV Assessment;
Spelthorne Freight Review

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (SPELTHORNE)****DATE:** 30 JUNE 2014**LEAD OFFICER:** SUSIE KEMP – ASSISTANT CHIEF EXECUTIVE
SURREY COUNTY COUNCIL**SUBJECT:** PETITION RESPONSE**DIVISION:** ALL

<u>SUMMARY OF ISSUE:</u>
This report provides a response to a petition received for this meeting, asking for Spelthorne Borough Council to compel Thames Water and the Environment Agency to review and mitigate the River Ash Flood Risk.
<u>RECOMMENDATIONS:</u>
The Local Committee (Spelthorne) is asked to (i) Note the contents of this report.
<u>REASONS FOR RECOMMENDATIONS:</u>
For information only.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Spelthorne Local Committee has received a petition with 412 signatories, requesting that Spelthorne Borough Council compel Thames Water and the Environment Agency to review and mitigate the River Ash flood risk.
- 1.2 This petition follows the flooding of properties in proximity of the River Ash during the extensive flooding that occurred across the county of Surrey between December 2013 and March 2014.

2. ANALYSIS:

- 2.1 In its role as Lead Local Flood Authority, Surrey County Council (SCC) carries out investigations under Section 19 of the Flood and Water Management Act 2010, in order to identify whether the relevant risk management authorities have carried out (or intend to carry out) their duties to manage flood risk. Additional information on the cause(s) of the flooding and potential solutions will also be included where this information is readily available.

ITEM 5a

2.2 The Chairman of the SCC Local Committee (Spelthorne) has written to Surrey County Council, requesting urgent priority when carrying out their Section 19 investigation into the cause of the flooding in Leacroft and Greenlands Road. SCC has also been asked to press for all agencies' full cooperation and involvement in the Section 19 investigation. A copy of this letter can be seen in Annexe 1.

2.3 The Chairman of the SCC Local Committee (Spelthorne) has also written to the CEO of Thames Water and the South East Regional Director of the Environment Agency on 02 April 2014, urging their cooperation and provision of resource to provide the required information for this investigation. Copies of these letters can be seen in Annexe 2 and Annexe 3.

2.4 A response from Thames Water was sent on 17 April 2014 and can be seen in Annexe 4. A response from the Environment Agency was sent on 17 April and can be seen in Annexe 5.

2.5 The findings of the S19 investigations will be written up in a report and published. These are due in autumn 2014.

3. OPTIONS:

3.1 None at the present time

4. CONSULTATIONS:

4.1 None at the present time

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 There are none arising from this report

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 There are none arising from this report

7. LOCALISM:

7.1 None for the purposes of this report

8. OTHER 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 response is noted.

10. WHAT HAPPENS NEXT:

10.1 The petitioner will be advised of the outcome of their petition.

Contact Officer:

Ben Skipp (Programme Manager, Surrey County Council)
ben.skipp@surreycc.gov.uk

Ian Good (Head of Emergency Management, Surrey County Council)
ian.good@surreycc.gov.uk

Consulted:

Thames Water and the Environment Agency

Annexes:

Annexe 1: Letter Kemp SCC Gold Command
 Annexe 2: Letter Baggs Thames Water
 Annexe 3: Letter Davidson Environment Agency
 Annexe 4a: Thames Water response to Spelthorne LC 17 04 14
 Annexe 4b: Thames Water response to Spelthorne BC 14 03 14
 Annexe 5a: Environment Agency Response to Spelthorne LC 17 04 14
 Annexe 5b: Environment Agency Briefing Note

Sources/background papers: None

This page is intentionally left blank

If telephoning please contact:
Yvette Ortel or Sue Briant
Tel: 01932 795120
Fax:
Email: yvette.ortel@surreycc.gov.uk
DX:



SURREY
COUNTY COUNCIL

Local Partnerships Team, Spelthorpe
Council Offices
West Entrance
Knowle Green
Staines
TW18 1XA

Susie Kemp
Gold Command – Flood Recovery
Surrey County Council
County Hall, Penrhyn Road
Kingston upon Thames
Surrey KT1 2DN

2nd April 2014

cc: Mr Kwasi Kwarteng, MP
Mrs Denise Saliagopoulos, Surrey County Councillor
Cllr Robert Watts, Leader, Spelthorne Borough Council
Roberto Tambini, CEO, Spelthorne Borough Council
Peter Agent, SCC

Dear Susie,

Re: Flooding in Spelthorne

In view of the concerns raised by local residents at the Local Committee meeting on 17th March, with regard to the flooding in Leacroft and Greenlands Road, Staines-upon-Thames, Spelthorne in the week commencing Sunday 9th February 2014, the SCC Local Committee (Spelthorne) asks that an urgent priority is given by Surrey County Council in its role as Lead Flood Authority to the undertaking of the full investigation under Section 19 of the Flood and Water Act 2010 into the cause of the flooding.

Key to residents queries are understanding the operation of the sluice gate in the River Colne and its affect on the River Ash and the subsequent overflowing of that river.

I am also writing to Thames Water and the Environment Agency to ask that they engage and participate fully with the Section 19 investigations and that they provide all the information required to ensure a full and satisfactory explanation of the issue. I understand that the Environment Agency intend to publish a draft Fluvial Flood Event Report by the end April 2014.

I urge you in your role of Gold Command to ensure that Surrey County Council will press for all agencies' full co-operation and involvement and to prioritise this investigation ahead of others.

I look forward to hearing from you.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'R Walsh'.

Richard Walsh
Chairman
SCC Local Committee (Spelthorne)



This page is intentionally left blank

If telephoning please contact:
Yvette Ortel or Sue Briant
Tel: 01932 795120
Fax:
Email: yvette.ortel@surreycc.gov.uk
DX:

ITEM 5a



SURREY
COUNTY COUNCIL

Local Partnerships Team, Spelthorne
Council Offices
West Entrance
Knowle Green
Staines
TW18 1XA

Mr Martin Baggs
CEO
Thames Water Utilities Ltd
550 South Oak Way
Reading
Berkshire RG2 6AD

2nd April 2014

cc: Mr Kwasi Kwarteng, MP
Mrs Denise Saliagopoulos, Surrey County Councillor
Cllr Robert Watts, Leader, Spelthorne Borough Council
Roberto Tambini, CEO, Spelthorne Borough Council
Peter Agent, SCC

Dear Mr Baggs,

Flooding in Spelthorne

I am writing to you regarding the concerns raised by local residents at the SCC Local Committee (Spelthorne) meeting on 17th March in regard to the flooding in Leacroft and Greenlands Road, Staines-upon-Thames, Spelthorne in the week commencing Sunday 9th February 2014.

The SCC Local Committee (Spelthorne) has asked that the County Council in its role as Lead Flood Authority gives urgent priority to undertaking of the full investigation under Section 19 of the Flood and Water Act 2010 into the cause of this flooding and secure the full co-operation of all lead agencies.

Thames Water along with other partners will be key to this investigation and I am sure that you will engage fully and provide all the required information to ensure a full and comprehensive review and answers for the local residents which we understand should be available by the end of April 2014.

Key to residents queries are understanding the operation of the sluice gate in the River Colne and its affect on the River Ash and the subsequent overflowing of that river.

I urge that Thames Water continues to provide dedicated staff time and resources alongside the local authorities of Surrey County Council and Spelthorne Borough Council, to provide support to Spelthorne's flood effected communities for a considerable time into the future.

Yours sincerely,

Councillor Richard Walsh
Chairman
SCC Local Committee (Spelthorne)



This page is intentionally left blank

If telephoning please contact:
Yvette Ortel or Sue Briant
Tel: 01932 795120
Fax:
Email: yvette.ortel@surreycc.gov.uk
DX:



SURREY
COUNTY COUNCIL

Local Partnerships Team, Spelthorne
Council Offices
West Entrance
Knowle Green
Staines
TW18 1XA

Mr Howard Davidson
South East Regional Director
Environment Agency
Kings Meadow House
Kings Meadow Road
Reading
Berkshire RG1 8DQ

2nd April 2014

cc: Mr Kwasi Kwarteng, MP
Mrs Denise Saliagopoulos, Surrey County Councillor
Cllr Robert Watts, Leader, Spelthorne Borough Council
Roberto Tambini, CEO, Spelthorne Borough Council
Peter Agent, SCC

Dear Mr Davidson,

Flooding in Spelthorne

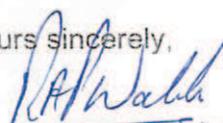
I am writing to you regarding the concerns raised by local residents at the SCC Local Committee (Spelthorne) meeting on 17th March in regard to the flooding in Leacroft and Greenlands Road, Staines-upon-Thames, Spelthorne in the week commencing Sunday 9th February 2014.

The SCC Local Committee (Spelthorne) has asked that the County Council in its role as Lead Flood Authority gives urgent priority to undertaking of the full investigation under Section 19 of the Flood and Water Act 2010 into the cause of this flooding and secure the full co-operation of all lead agencies.

The environment agency along with other partners will be key to this investigation and I am sure that you will engage fully and provide all the required information to ensure a full and comprehensive review and answers for the local residents which we understand should be available by the end April 2014.

Key to residents queries are understanding the operation of the sluice gate in the River Colne and its affect on the River Ash and the subsequent overflowing of that river.

I urge that the Environment Agency continues to provide dedicated staff time and resources alongside the local authorities of Surrey County Council and Spelthorne Borough Council, to provide support to Spelthorne's flood effected communities for a considerable time into the future.

Yours sincerely,

Councillor Richard Walsh
Chairman
SCC Local Committee (Spelthorne)



This page is intentionally left blank

Thames Water
Customer Resolution
PO Box 492
Swindon
SN38 8TU

Telephone: 0845 6410016
Fax: 01793 424291
Email: Customer.Feedback@thameswater.co.uk

17 April 2014

Our Ref: 33124642

Flooding in Spelthorne

Dear Councillor Walsh

Thank you for writing to Martin Baggs. As Managing Director for Customer Service, please accept my response on behalf of Martin.

Please be assured that we are cooperating and will continue to do so with both Surrey County Council and Spelthorne Borough Council with regards to flooding issues in Spelthorne, and in particular on issues regarding the operation of the sluice gate.

Prior to the residents meeting you refer to which took place on 17 March we were approached by Sandy Muirhead, Head of Sustainability and Leisure at Spelthorne Borough Council, to provide responses to questions raised by residents Martin Cherrett and Deborah Silver. These responses were provided to Dr Muirhead on 14 March and a copy is attached.

In addition we have also shared information in responses to member questions with Ian Good, Head of Emergency Management at Surrey County Council and have also contributed to the Environment Agency's briefing note circulated on 26 March (copies of both are available if required). We have also been in correspondence with a Mr Haycock, who we believe to be part of the River Ash Action Group. We requested a meeting with Mr Haycock to discuss the issues he had raised but this was declined. We remain in touch with Sandy Muirhead with regard to the public meeting scheduled for 5 June which we will be attending. In the meantime we remain members of the Surrey Strategic Recovery Group which we last attended on 10 April and are committed to maintaining this very productive partnership working forum.

We would still be keen to meet with the River Ash Action Group and would be very supportive of any future meetings with all interested parties, including residents if they wish to liaise with us. If you feel that a local meeting to discuss the issue of the sluice gate would be productive then please contact our local regional government liaison, Hilary Murgatroyd on 07747644044 who would be happy to liaise with the other agencies to set this up.

Again please be assured that we are giving the flooding issues experienced in Spelthorne full priority and will continue to engage closely with all relevant agencies.

I hope the above is useful. However, if you would like any more information about this, please have a member of your office to contact Shazia Zeb in my Customer Resolution Team on 08456 410016 extension 69649. She is in the office from 9am to 5pm, Monday to Friday.

Yours sincerely

Ian Cain

Managing Director, Customer Service

To view the Thames Water quality promise leaflet, please go to <http://www.thameswater.co.uk/qualitypromise>

This page is intentionally left blank

Thames Water: response to Martin Cherrett & Deborah Silver

Why did the River Ash Flood?

1. Who is responsible for maintaining and operating the Sluice Gates?

Thames Water is responsible for maintaining the sluice gate at Moor Lane, and operates it when required to according to Environment Agency instruction.

2. Was a decision made to open the Sluice Gates? What records are kept of such decisions?

Gold Command/EA to answer.

3. On what basis was the decision made? Who authorised the decision?

Gold Command/EA to answer.

4. What previous experience is there of the effects of opening these Sluice Gates, particularly the likely effect on residents downstream?

The last time the gate at Moor Lane was opened was during the 2003 floods when the Environment Agency requested they be used to manage the water flow. EA to answer question on the effects in 2003.

5. Was the decision made in order to divert water away from the Colne River and prevent flooding elsewhere?

Gold Command/EA to answer.

6. When were the Sluice Gates opened?

The sluice gates are always open. However late in the evening of Tuesday February 11 the gates were partially closed (50%) as requested by Gold Command.

7. Were the Sluice Gates operating properly at the time? If not why not?

The sluice gate at Moor Lane operated as required on 11 February. The sluice gates hadn't been used for a number of years so extra pieces of equipment were brought in to make sure the gate was successfully closed, which it was, and the sluice gate was operated to the EA's satisfaction and in line with their instructions.

8. When were the Sluice Gates closed?

I think this question actually means when were the sluice gates reopened (eg back to normal). This was Monday February 17.

9. Who was told that the Sluice Gates were to be opened or had been opened? When were they told? Who passed the information on to the Police?

For Gold Command/EA to answer

10. Why were the public simply told to evacuate and not given information about the basis for this advice?

For Gold Command/EA to answer

The effect of dumping water in Leacroft

1. Who was responsible for this operation?

This was a Thames Water operation to discharge flood water into a main sewer, called a 'trunk' sewer. Smaller sewers drain into trunk sewers, which are larger and drain a bigger area. This trunk sewer was downstream of places suffering from sewer flooding.

2. Where did the water go to from this drain?

Water going into this trunk main takes the path of the A30 Staines Road down to to Mogden sewage treatment works in Hounslow.

3. Was the drain operating in the way that it was expected to? Was the drain inspected to ensure that this was so?

Yes and yes. The sewer was overloaded with water but not surcharging (water coming back up through manholes) during the operation and we inspected points downstream to make sure there were no operational problems.

4. What impact did the 'dumping of water' into a drain in Leacroft have on the level of the water in the River Ash?

None, as the sewer and river are unrelated. The water the tanker put into the trunk sewer went to Mogden sewage treatment works.

5. Why was the operation halted when the flooding occurred, and the water dumped in another location? We have been told by lorry drivers employed by the subcontractors "the drain in Leacroft was too small for the water and was not flowing away properly so we have had to start taking it somewhere else."

The operation was halted because if it had continued the immediate area would have been flooded by the sewer as it was becoming too full. If more water had gone in, the sewer would have surcharged - meaning the water would have come back out the manhole. Instead, water was taken away to Hounslow and away from the flooded area.

This was absolutely the correct thing to do in order to prevent sewer flooding.

Response to Nigel & Jennifer Cook

Tanker lorry in Leacroft

This was a Thames Water operation to discharge flood water into a main sewer, called a 'trunk' sewer. Smaller sewers drain into trunk sewers, which are larger and drain a bigger area. This trunk

sewer was downstream of places suffering from sewer flooding and took the floodwater away to Mogden sewage treatment works.

Sluice gate

I believe this question refers to the sluice gate which is the River Ash take-off and owned by the EA – they'll need to answer this one. *If not and it is the Moor Lane gate then the answers drafted for Martin Cherrett and Deborah Silver will apply.*

The 'manhole' issue

Dynarod do not work for Thames Water.

In response to why 'the manhole cover was not lifted to relieve the area of floodwater' the answer is that to do this would put floodwater into a system designed only for foul water, which would overwhelm it and create significant problems downstream.

Thames Water used tankers in Leacroft to in an effort to alleviate sewer flooding in the area. Floodwater was overwhelming the sewers and in some places the high water levels in the sewer caused manholes to overflow, putting people at risk of having their properties flooded by sewage.

By tankering away this overflowing water and putting it back into the sewer system at Leacroft, where the sewer was bigger and had more capacity to take the excess flow, Thames Water were preventing customers being flooded by sewage.

This page is intentionally left blank

creating a better place



Councillor Richard Walsh
Surrey County Council
Council Offices
West Entrance
Knowle Green
Staines
TW1 1XA

Our ref: HD/TR

Your ref:

Date: 17 April 2014

Dear Cllr Walsh

Flooding in Spelthorne

Thank you for your letter of 2 April 2014.

Please be assured that we are more than happy to cooperate with the Section 19 investigation, and to provide any information that is required.

We have had a number of enquiries and Freedom of Information requests from residents of Leacroft and Greenlands Road. We have answered these and are happy to respond to any other requests.

Please find enclosed a copy of the briefing that we produced for the Spelthorne area which will give you more detail of what has happened during and after the flooding event.

Flooding can occur from a number of different sources, river, groundwater, surface water and sewer flooding and it is often impossible to tell exactly which one is occurring at any one time in such a big event as we have just experienced.

The "sluice gate in the River Colne" you refer to in your letter I believe is the Ash offtake, which we own and maintain. This is an automated sluice that normally operates to allow a sweetening flow to the River Ash, stopping it from drying out completely and creating an environmental incident e.g. a fish kill. This sluice normally runs at about 4% open to allow this to happen.

I hope that the attached briefing note answers many of the questions that are being raised however, if you require any further information please do not hesitate to contact the Area Manager, Julia Simpson on 01491 827585 or email at Julia.simpson@environment-agency.gov.uk.

Yours sincerely

Howard Davidson
Director of Operations, South East



This page is intentionally left blank

February 2014 flooding

Number 2

Lower Colne and River Ash in Staines-upon-Thames area

March 2014

Over winter 2013-2014 the country faced an extraordinary combination of weather conditions. The South East region received 250% of the long term average rainfall in both January and February. With river catchments already saturated at the beginning of December, river levels responded to this rainfall and we saw widespread property flooding from the River Thames and its tributaries. The sheer volume of water received by the catchment meant we could not completely eliminate the risk of flooding. However we worked throughout the duration of the incident to protect communities and warn people of the risks of flooding.

River system in the Staines-upon-Thames area

The river system in the Staines-upon-Thames area is complex and consists of various connected channels which drain into the Thames itself (see Fig.1). All of these rivers, at some point, cross the Thames Water aqueduct before reaching the Thames. As levels on the River Thames were so high, these rivers were not able to discharge into it as they normally would. This caused them to back up and spill into the aqueduct at various points. This was compounded by the fact that following months of persistent rain there was also high groundwater levels (saturated ground) meaning that water could not drain away. Our initial review indicates that it was a combination of saturated ground, high rainfall and high levels on the River Thames causing its tributaries to back up that caused the flooding experienced in the Staines-upon-Thames area.

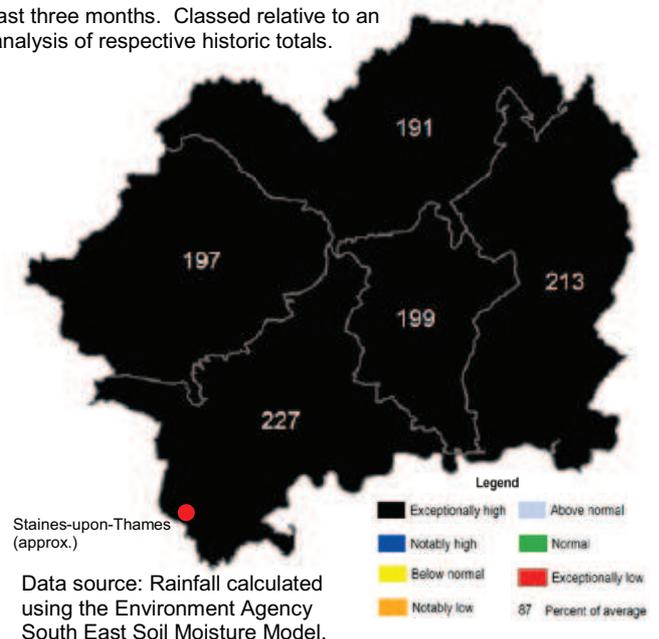
Our incident response

We first opened our incident room to respond to the increasing flood risk in the area on 23 December 2013. The focus on the flood event moved to the Staines-upon-Thames area in early February. For the duration of the flood event we worked closely with professional partners to minimise flooding across the North East Thames area. This included working with Thames Water to manage high flows in their aqueduct and main rivers in the Staines-upon-Thames area. Our field teams were out across the area, clearing screens and river blockages to ensure that, wherever possible, rivers and streams were flowing freely.

River Ash sluice gate

We own and operate a sluice gate which we use to control flows from River Colne to the River Ash. This sluice gate is designed to ensure there is always a base flow in the River Ash, enough to maintain the ecosystem of the river. This is an automatic sluice gate, which adjusts automatically to send flow into the River Ash as needed. However, on 9 February we overrode this automatic setting and manually closed it completely to minimise flood flows entering the River Ash from the River Colne. As river levels on the Ash were low immediately downstream of the sluice it later automatically re-opened (as designed to do) to send a base flow back into the Ash. However on 11 February we closed the gate again and set it on manual, so it would not automatically re-open, even if the river levels immediately downstream were low and needed to be increased. As the gate was operating as designed prior to us manually closing it, and only open enough to provide a base flow, its full closure had only a negligible effect on the river levels on the River Ash downstream of the sluice.

Fig.2. Total rainfall for hydrological areas across the North East Thames Area for the last three months. Classed relative to an analysis of respective historic totals.



ITEM 5a

We reopened the sluice slightly on the 13 February to allow a small flow back into the Ash as the river was dry immediately downstream of the structure. We did this to avoid an environmental issue (i.e. a fish kill) and damage to the river habitat. As river levels in the Ash were dropping downstream levels were able to cope with the re-introduction of this base flow.

Thames Water aqueduct

In normal conditions Thames Water pump water from the aqueduct in Staines-upon-Thames into their reservoirs. On 10 February, when flood water was overflowing into the aqueduct, the river intake was closed and they increased the pumping rate to alleviate flooding in the area. While the pumping operation continued we worked with Thames Water to partially close their sluice gate located on the aqueduct. As flows and levels began to recede on the rivers Ash and Colne Brook on the afternoon of 12 February, they did not need to close the sluice gate any further.

On 17 February, Thames Water asked if they could re-open the gate on the aqueduct to allow them to sustain pumping at full capacity to top up their reservoirs. As river levels were falling by this time we agreed that they can do this safely without increasing flood risk downstream.

We are aware of local concerns about the operation of the sluice gate on the aqueduct. Thames Water has said to us: "There have been suggestions that the sluice gate failed, leading to flooding in the area. This is incorrect. We did bring in extra equipment (including a crane) to help close the gate as it had not been used for some time, but the gate was operated as required".

Informing the public

We had flood data recorders and flood ambassadors out in the Staines-upon-Thames area from 10 to 14 February. They were on site to collect and record data on the location and number of flooded properties, as well as the flood extent, water levels and, where possible, the source and depth of flooding. They were also speaking to the public and answering any of their questions.

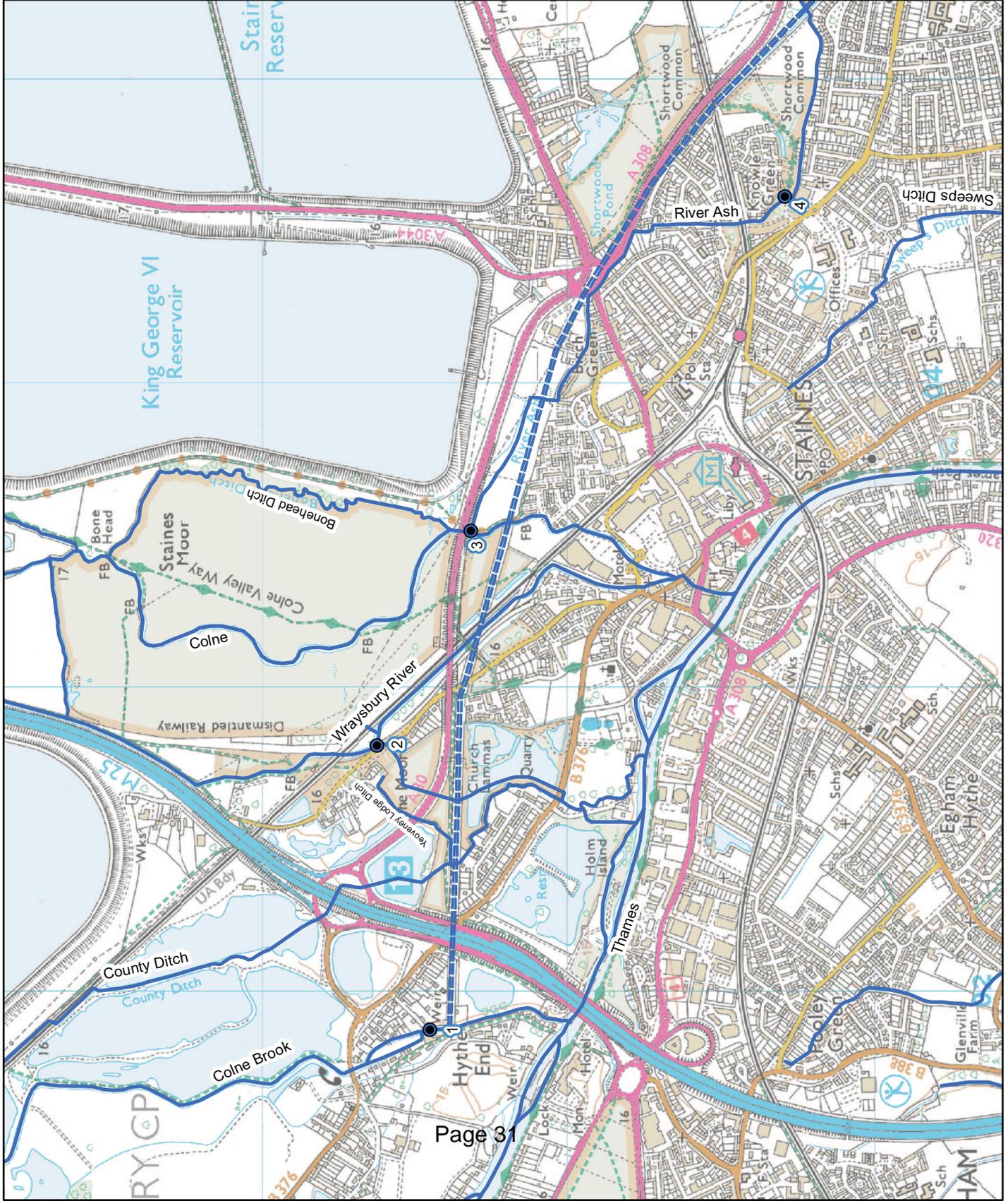
We issued the following flood alerts and warnings that cover the Staines-upon-Thames area.

- 24 December 2013 **flood alert** "River Thames from Datchet to Shepperton Green"
7 February 2014 **flood warning** "River Thames at Staines and Egham"
9 February 2014 **severe flood warning** "River Thames at Staines and Egham"
- 29 January 2014 **flood alert** "Lower River Colne and Frays River"
7 February 2014 **flood warning** "River Colne and Frays River at West Drayton and Stanwell Moor"
- 31 January 2014 **flood alert** "Colne Brook at Iver and Colnbrook"
31 January 2014 **flood warning** "Colne Brook at Colnbrook"
- 10 February 2014 **flood alert** "River Ash in the Borough of Spelthorne including Ashford and Staines"
10 February 2014 **flood warning** "River Ash at Ashford and Staines, including Birch Green, Knowle Green, Littleton and Shepperton"

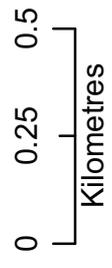
As we automatically register all landlines within the flood warning area, all residents in these warning areas would have received the warnings to their home phone number unless they have previously opted out from the service. Those fully registered on our Flood Warnings Direct service would have received them to their chosen contacts. You can check which cover your property by visiting our website <http://maps.environment-agency.gov.uk/wiyby/wiybyController?x=357683.0&y=355134.0&scale=1&layerGroups=default&ep=map&tonly=off&lang=e&topic=fwa>

Flood Warnings Direct is a free service that allows you to receive warnings by phone, text, email and fax. To check if you are eligible to sign up and register please visit our website: <http://www.environment-agency.gov.uk/homeandleisure/floods/38289.aspx> or call Floodline on 0345 988 1188 or 0845 988 1188.

Figure 1: Main Rivers and Environment Agency assets in Staines-upon-Thames area



Environment Agency
 2 Bishops Square Business Park
 St Albans Road West
 Hatfield
 Hertfordshire
 AL10 9EX



ITEM 5

Legend

- 1 - Hythe End automated weir and gauge
- 2 - Moor Lane automated tilting gate
- 3 - River Ash automated offtake and gauge
- 4 - Knowle Green gauge
- Main River
- Thames Water Aqueduct (non main river)

This map is based upon Ordnance Survey Material with the permission of Ordnance Survey on behalf of the controller of the copyright of Her Majesty's Stationery Office Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Environment Agency 100026380, 2014.

This page is intentionally left blank

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (SPELTHORNE)****DATE:** 30 JUNE 2014**LEAD OFFICER:** SUSIE KEMP – ASSISTANT CHIEF EXECUTIVE
SURREY COUNTY COUNCIL**SUBJECT:** PETITION RESPONSE**DIVISION:** ALL

<u>SUMMARY OF ISSUE:</u>
This report provides a response to a petition received for this meeting, asking for the Surrey County Council Local Committee in Spelthorne to make a public statement on the flooding in Greenlands Road and Leacroft, Staines-upon-Thames in the week beginning 10 February 2014.
<u>RECOMMENDATIONS:</u>
The Local Committee (Spelthorne) is asked to (i) Note the contents of this report.
<u>REASONS FOR RECOMMENDATIONS:</u>
For information only.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Spelthorne Local Committee has received a petition with over 50 signatories, asking for the Surrey County Council Local Committee in Spelthorne to make a public statement on the flooding in Greenlands Road and Leacroft, Staines upon Thames in the week beginning 10 February 2014.
- 1.2 The Local Committee is asked what information did the County Council receive in advance of this flooding, from whom, and when? What action did the County Council take in response to this warning? What has the Council subsequently discovered about the causes of the flooding? What action is the Council taking to prevent further incidents like this happening again?
- 1.3 This petition follows the flooding of properties in proximity of the River Ash during the extensive flooding that occurred across the county of Surrey between December 2013 and March 2014.

2. ANALYSIS:

- 2.1 It appears that the petition relates to flooding that is perceived locally as being associated with the operation of a sluice gate on the Staines Reservoir Aqueduct. Thames Water maintains the Staines-upon-Thames Reservoir Aqueduct and associated assets and Surrey County Council (SCC) has no direct responsibility for operating or maintaining this sluice gate or the Environment Agency owned gate on the River Colne. SCC received no information associated with the operation of these sluice gates in advance of or during any flooding taking place in February.
- 2.2 Both Leacroft and Greenlands Road in Staines-upon-Thames are roads in a known flood risk area as shown on the Environment Agency website. SCC were informed on 9 February that there was a high risk of flooding in the Lower Thames area. Nine Severe Flood Warnings and a number of Flood Warnings were issued for this area. Severe Flooding Warnings are issued when there is a risk to life and Flood Warnings when there is expected to be the flooding of properties. This information would have been sent to residents who have signed up to the Environment Agency Flood Warning Scheme and featured on the local and national news programmes. SCC would encourage all residents in flood risk areas to ensure they are signed up to the Flood Warning Scheme. The SCC 'Gold' was a member of the Surrey Strategic Coordinating Group. The Group were informed of the flooding in Leacroft and Greenlands Road which was raised by the Spelthorne representative, although at that stage the issue of the sluice gate was not raised or as a possible cause. During this time reports of flooding were being received for all communities along the Lower Thames and catchments.
- 2.3 In its role as Lead Local Flood Authority, SCC carries out investigations of significant flooding under Section 19 of the Flood and Water Management Act 2010, in order to identify whether the relevant risk management authorities have carried out (or intend to carry out) their duties to manage flood risk. Additional information on the cause(s) of the flooding and potential solutions will also be included where this information is readily available. The findings of the Section 19 investigations will be written up in a report and published. These are due in autumn 2014.
- 2.4 The Chairman of the Spelthorne Local Committee has written to Surrey County Council, to particularly highlight the urgency for the Section 19 report relating to the flooding of properties in Leacroft and Greenlands Road. He has also written to both Thames Water and the Environment Agency urging their cooperation in the investigation.
- 2.5 In addition to the S19 investigations (detailed in section 2.2), Surrey County Council is producing a Local Flood Risk Management Strategy which will contain an assessment of local flood risk as well as detailing objectives for managing this risk, including an action plan of measures to meet these objectives. Surrey County Council also chairs the Surrey Flood Risk Partnership Board to which provides strategic leadership on flood risk management in Surrey and facilitates greater multi-agency cooperation.

3. OPTIONS:

3.1 None at the present time

4. CONSULTATIONS:

4.1 None at the present time.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 There are none arising from this report.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 There are none arising from this report.

7. LOCALISM:

7.1 None for the purposes of this report.

8. OTHER 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 response is noted.

10. WHAT HAPPENS NEXT:

10.1 The petitioner will be advised of the outcome of their petition.

Contact Officer:

Ben Skipp (Programme Manager, Surrey County Council)

(ben.skipp@surreycc.gov.uk)

Ian Good (Head of Emergency Management, Surrey County Council)

(ian.good@surreycc.gov.uk)

Annexes: None

Sources/background papers: None

This page is intentionally left blank

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (Spelthorne)****DATE:** 30 JUNE 2014**LEAD OFFICER:** SUSIE KEMP – ASSISTANT CHIEF EXECUTIVE
SURREY COUNTY COUNCIL**SUBJECT:** SURREY FLOODS - SPELTHORNE**DIVISION:** ALL**SUMMARY OF ISSUE:**

In December 2013 the County of Surrey was hit by extreme weather conditions resulting in a prolonged spell of flooding affecting several districts and boroughs.

Surrey declared major incidents on 24 December 2013 and 9 February 2014 to coordinate the response to flooding across the County. Officers at Spelthorne Borough Council estimate that as many as 900 premises in Spelthorne could have been impacted by flooding. The latest figures for council tax and business rate relief for those who have been internally flooded are currently 219 and 48 respectively and applications are still being received.

A coordinated multi agency response was implemented involving officers from the Environment Agency (EA), District and Borough Councils, the Department for Communities and Local Government (DCLG), Surrey Police, Surrey Fire and Rescue Service (SFRS), Her Majesty's Armed Forces, Surrey County Council (SCC), various utility companies including Thames Water and Public Health England (PHE).

This report provides background information on the incident and the flood recovery to restore affected communities to ensure that they are more resilient going forward.

RECOMMENDATIONS:

It is recommended that the Committee notes the multi-agency response to the flooding event and the flood recovery work taking place.

REASONS FOR RECOMMENDATIONS:

To keep the Spelthorne Local Committee informed of progress.

1. BACKGROUND TO THE SURREY FLOODS**The Surrey Picture**

- 1.1 On 21 December 2013 forecast reports were received of potential strong winds and heavy rain raising the potential for wide area flooding on the tributaries of

ITEM 8

the River Mole and River Wey. On 24 December 2013, a major incident was declared when a severe flood warning was issued for the River Mole.

- 1.2 In reaction to the rainfall across the County, on 3 January 2014, water levels on the River Thames rose and flood warnings were issued for communities on Surrey stretches. Through partnership coordination isolated evacuations were undertaken for communities at risk, some roads were closed, and sewage systems were also impacted due to high river levels.
- 1.3 The majority of flood warnings were removed by mid January but the County continued to experience higher than average rainfall. On 6 February, the National Flood Forecasting Centre warned that further property flooding was likely across Surrey and flood warnings were issued for areas along the River Thames.
- 1.4 Rising river levels resulted in 9 severe flood warnings being issued on 9 February due to the risk to life. A major incident was declared with strategic coordination at Mount Browne, the Surrey Police Headquarters. At this time, due to the expected impact on residents and partner resources, a request was made for military support.
- 1.5 The severe flood warnings remained in place until 17 February and during this time the resources and arrangements to support this major incident were maintained.
- 1.6 Following the removal of the severe flood warnings the declaration of major incident was removed and a phased handover to recovery was undertaken.

Flooding in Spelthorne

- 1.7 Properties suffered from flooding throughout Spelthorne from the River Thames, the Lower Colne and the River Ash. Officers at Spelthorne Borough Council believe that the flooding that has taken place in Spelthorne could have affected as many as 900 premises.
- 1.8 In January, roads were closed and some businesses were affected. From February 9th onwards, there was extensive flooding of homes in Staines-upon-Thames, Laleham Reach and Chertsey Bridge.
- 1.9 On 13 February severe flood warnings were in force on the River Thames from Staines-upon-Thames to Penton Hook, Laleham, Chertsey, Shepperton Green and on properties closest to the river from Littleton Lane, Shepperton Green to Shepperton Lock. Flood warnings were in force on the River Colne at Stanwell Moor and the River Ash at Ashford and Staines-upon-Thames.
- 1.10 A number of road closures were put in place during this period. Roads that were closed included Sheep Walk (Shepperton), Chertsey Bridge Road, Littleton Lane, Thameside, Junc Vicarage Road (Shepperton), Chertsey Road, Renfree Way, Russell Road / High Street (Shepperton), Caledonia Road (Stanwell), Chertsey Lane (Staines-upon-Thames), Hithermoor Road (Stanwell Moor), Fordbridge Road, Walton Lane / Jessamy Road (Shepperton), Wheatsheaf Lane (Staines-upon-Thames), Bowes Road, Thames Street (Staines-upon-Thames), Leacroft (Staines-upon-Thames), Greenlands Road, Priory Green, Laleham Road, Norlands Lane, Ferry Lane, Wendover Road,

Hythe Park Road, Round Way, Penton Hook Road, and Penton Hall Drive (Staines-upon-Thames).

- 1.11 At Laleham, the river rose to its highest recorded level of 1.12m upstream at Penton Hook and Sunbury Lock recorded 4.68m downstream, 7cm higher than the previous record.
- 1.12 Flooding was experienced in Greenlands Road and Leacroft in the vicinity of the River Ash. The cause of this flooding is of particular concern to the local residents who have submitted a petition to the Spelthorne Local Committee.

Humanitarian Response

- 1.13 The emergency response led by Surrey Police involved agencies such as Surrey Fire and Rescue, Surrey Highways, the Environment Agency, Thames Water and Spelthorne Borough Council (SBC).
- 1.14 Spelthorne Borough Council, as part of its initial response, provided detailed and updated local information, developed with partner agencies, via its website. This information included advice on provision of toilet and shower facilities, sand bag policy, skips and street cleaning. Information and support was provided by SBC and over the period 19,000 calls to customer services, 25,000 hits on the flooding webpages, 6,400 hits on the 'engage app', and 1,900 sandbag requests were received. SBC distributed 15,000 leaflets to local residents and businesses. SBC very quickly established a rest centre for people who had been made homeless and also quickly established four locally based flood recovery centres offering advice and support at:
 - Spelthorne Museum, Staines-upon-Thames
 - The Wellbeing Centre, Greeno Centre, Glebeland Gardens, Shepperton
 - The Lord Lucan Pavilion, The Broadway, Laleham
 - St Mary's Church Hall, Green Street Sunbury

The recovery centre opening times and location were scaled back in line with demand toward the end of February, during the recovery phase.

- 1.15 Adult Social Care teams supported a number of vulnerable residents and a number of Voluntary, Community and Faith sector organisations also supported affected residents.
- 1.16 An investigation is currently being conducted into the tragic death of a seven-year old boy from Abbeyfields and deepest sympathies are extended to his family. It is not appropriate at this time to comment further until the outcomes of the investigation have been published.

2. FLOOD RECOVERY

- 2.1 On Friday 21 February the official sign over into the recovery stage from Surrey Police to Surrey County Council took place. The incident room at Mount Browne was closed down and the County Emergency Centre at County Hall was deemed operational from Saturday 22 February to deal with recovery activity.

ITEM 8

2.2 A Recovery Plan has been implemented and work has begun to restore the affected communities. The recovery is a multi-agency effort, with a Recovery Coordination Group overseeing the recovery programme to ensure that communities and District and Borough councils receive the support that they need. This group consists of representatives from all those who had been involved in the response to this incident and is chaired by the Assistant Chief Executive of Surrey County Council. The group met daily for the first two weeks of the recovery programme and meeting frequency has now reduced. The group met on 10 April to look at the medium to long term recovery plan. The flood recovery is being managed through a programme of workstreams, which include:

- **Environment**, including waste collection, skips and sandbag removal.
- **Infrastructure**, opening and repairing council buildings and roads.
- **Humanitarian**, establishing Flood Recovery Centres, dealing with sanitation and safeguarding issues.
- **Communities and mutual aid**, working with partners and voluntary agencies.
- **Communications and engagement**, ensuring adequate information is provided.
- **Resources**, collective assessment and coordination of resources and funding.

2.3 Whilst most of the immediate clean-up work in affected communities has been carried out, there is much ongoing activity, ensuring that support and advice is at hand for those individuals and families who are still getting over the effects of the flooding or who still need to get back into their homes.

Recovery in Spelthorne

2.4 During March, the National Flood Forum had a mobile trailer, funded by Surrey County Council, which moved into flood affected communities to provide advice and information (see **Annexe 1**). The trailer made a total of 11 visits to locations in Spelthorne between the 3rd and 28th March, locations visited included (some of the locations listed were visited on more than one occasion):

- Green Street Car Park, Sunbury
- Shepperton Village Hall, Shepperton
- High Street, Staines-upon-Thames
- Laleham Park, off Shepperton Road
- The Kingfisher Pub, Chertsey Bridge
- Stanwell Moor Village Hall

2.5 Building on this engagement with flood affected communities; Spelthorne Borough Council with support of lead agencies organised a Community Flood meeting on the 5th June. The meeting consisted of a market place session followed by a public questions session and the event was exceedingly well attended by several hundred people.

2.6 The Recovery Coordination Group's recovery plan is focused on the development of flood action groups in flood affected areas to build resilience within communities for the future. Spelthorne Borough Council, Surrey County Council and the Environment Agency have done a lot of work in the past to try and engage with communities on preparations for emergencies, including running public awareness sessions, giving talks to community groups and supporting the development of community flood plans.

Support from the Voluntary, Community and Faith Sectors and Corporate Organisations

2.7 Voluntary organisations have helped in the response and recovery, providing information and advice to affected residents. Organisations involved include:

- Runnymede & Spelthorne Citizens Advice Bureau
- Voluntary Support North Surrey
- Surrey Furniture Reuse Network
- Sunbury Flood Volunteers

2.8 Corporate donors who offered gifts in kind to assist flood-affected households in the Spelthorne area included the following:

- Tesco
- Marks and Spencer
- Johnson and Johnson
- Hitachi
- Screwfix

Section 19 Investigations

2.9 In its role as Lead Local Flood Authority, Surrey County Council (SCC) carries out investigations under Section 19 of the Flood and Water Management Act 2010, in order to identify whether the relevant risk management authorities have carried out (or intend to carry out) their duties to manage flood risk. Additional information on the cause(s) of the flooding and potential solutions will also be included where this information is readily available. The findings of the Section 19 investigations will be written up in a report and published.

2.10 The Chairman of the Spelthorne Local Committee has written to Surrey County Council, to particularly highlight the urgency for the Section 19 report relating to the flooding of properties in Leacroft and Greenlands Road. He has also written to both Thames Water and the Environment Agency urging their cooperation in the investigations.

3. FINANCIAL RELIEF AND SUPPORT FOR AFFECTED RESIDENTS AND BUSINESSES

Council Tax and Business Rate Relief

- 3.1 Spelthorne Borough Council is administering council tax and business rate relief schemes for flood affected residents and businesses. Three months [Council Tax discount](#) is available for Borough residents whose properties suffered flooding from 11 February and 12 months Council Tax discount is available for those who have had to vacate the property. Further information is available by telephoning 01784 451499 or emailing customer.services@spelthorne.gov.uk.
- 3.2 At the time of writing, 219 residents had applied for council tax relief and 48 businesses had applied for business rate relief.

Repair and Renew Grant

- 3.3 From 1 April flood affected residents have been able to apply for a £5,000 Repair and Renew Grant (RRG) to better protect their homes or businesses against future flooding. The funding from Defra is primarily administered by Surrey County Council, with support from borough and district local authorities.
- 3.4 More information, guidance and a secure online application form is now in place through the Surrey County Council website. Residents can also contact Surrey Council on 0300 200 1003 for paper based forms. For more details go to [repair-and-renew-grant](#) on the SCC website.

Surrey Flood Recovery Appeal

- 3.5 The Community Foundation for Surrey has launched a Surrey Flood Recovery Appeal to ease the immediate difficulties people are facing following the devastating floods and to support the recovery of local communities over the coming weeks and months. Surrey County Council donated £15,000 to this fund. Spelthorne Borough Council has announced that the £14,600 donated to its Flood Relief Fund so far is to be given to the fund ring fenced for Spelthorne residents.
- 3.6 The Community Foundation for Surrey is working with Runnymede and Spelthorne Citizens Advice Bureau (CAB) to support individuals in Runnymede and Spelthorne affected by the flooding. Spelthorne Borough Council is supporting this scheme and has made additional funding available for Spelthorne residents. Individuals in need of support can call the CAB helpline more information and to apply for assistance. Priority will be given to the most vulnerable and isolated, including older people, people with disabilities, people on low incomes and families with young children.
- 3.7 The Community Foundation for Surrey is also awarding grants to community and voluntary groups assisting in the flood recovery effort, and enabling the continuation of services to vulnerable people in affected areas. Information about how the funding is distributed is available at: www.cfsurrey.org.uk .

4. CURRENT SCHEMES FOR FLOOD REPAIRS AND FUTURE DEFENCE

River Thames Scheme

- 4.1 The River Thames Scheme is a proposed scheme to reduce flood risk in communities between Datchet and Teddington including Staines-upon-Thames, Shepperton and Sunbury. The scheme consists of large scale engineering work to construct a flood channel as well as improvements to three of the existing Thames weirs, installation of flood protection products for up to 1,200 individual properties (to make homes more resistant to flooding) and improved flood incident response plans. The flood channel will be between 30 and 60 metres wide and 17 kilometres long (built in three sections). The Environment Agency (EA) is working in partnership with local authorities to develop the scheme and needs the support and involvement from the communities it will benefit. It will deliver significant economic, social and environmental benefits alongside the reduction in flood risks, including new wildlife habitats and areas for recreation.
- 4.2 Progression of the River Thames Scheme depends on securing the partnership funding required and obtaining planning consents and authorisations. The EA have to comply with legislation and procedures set out by the Treasury, the Cabinet Office and Defra and with the planning process. At this stage the exact timings for construction of the River Thames Scheme await confirmation. The EA would expect construction work to take five to six years to complete. Beginning with modifications to the first Thames weir and the flood channel, it is hoped to complete construction in 2020, though the EA are looking at ways to speed this process up.

River Thames Property Level Products

- 4.3 As part of the Lower Thames Scheme, the EA is offering property level flood defence products (for example door barriers, non-return valves and air brick covers), to residents in households which are in locations that will not benefit from the wider Lower Thames scheme. These households are being contacted by the EA in order to encourage their take up of the PLP scheme.
- 4.4 Due to the similar nature of the products offered through the PLP scheme and Defra's Repair and Renew Grant being administered by SCC, the EA and SCC are currently working to align the process for these two schemes. This means that residents who can benefit from both should be able to follow just one application process if they wish, benefitting from the amalgamation of funding and having the EA's contractors install property level products.

Surrey County Council Highways Flood Recovery Programme

- 4.5 SCC Highways has proposed a £17 million flood recovery programme for Surrey roads. This has adapted capital and revenue maintenance programmes and is planning to address identified issues across the county. The programme will be conducted in a phased approach, with 20,000 potholes being fixed in phase one, spanning an eight week period through to the end of June 2014. Phase two will consist of a major resurfacing programme to be undertaken through to the end of October 2014 alongside the continuation of the £24 million Project Horizon.

ITEM 8

- 4.6 By reviewing customer service records, Members feedback, flooding reports and SCC 'wet spots' database, SCC has been planning drainage improvement works to address identified issues across the county. £4.5 million will be invested in drainage infrastructure as part of this programme.

5. CONCLUSION AND RECOMMENDATIONS:

- 5.1 The Environment Agency has confirmed that the incident on the Lower Thames is the worst flooding that has occurred in Surrey since 1947.
- 5.2 The Surrey Local Resilience Forum held a flooding de-brief on 22 April 2014 to review the response and will continue to monitor the actions required to implement the lessons learnt from the flooding incident to improve future response.
- 5.3 The Recovery Coordination Group as part of the recovery plan will continue to encourage the development of flood action groups in flood affected areas to build resilience within communities.
- 5.4 Surrey County Council is producing a Local Flood Risk Management Strategy which will contain an assessment of local flood risk as well as detailing objectives for managing this risk, including an action plan of measures to meet these objectives. Surrey County Council also chairs the Surrey Flood Risk Partnership Board which provides strategic leadership on flood risk management in Surrey and facilitates greater multi-agency cooperation.
- 5.5 An Environment Agency and Met Office detailed report on the incident will be drafted and published at the start of July 2014. There is also ongoing work through the Flood Risk Partnership Board to look at flood defences going forward.
- 5.6 The findings of SCC Section 19 investigations will be written up in a report and published. These are due in autumn 2014.
- 5.7 It is recommended that the Local Committee may like an update on flood recovery progress in December 2014.

Contact Officer:

Ben Skipp (Programme Manager, Surrey County Council)

(ben.skipp@surreycc.gov.uk)

Ian Good (Head of Emergency Management, Surrey County Council)

(ian.good@surreycc.gov.uk)

Consulted: Spelthorne Borough Council & Environment Agency

Annexe: Spelthorne Borough Council Flood Meeting flyer

Sources/background papers: None



Community Flood Meeting

Thursday 5 June

5pm – 7pm market place

**7pm – 9pm presentation and
questions and answers session**

at Spelthorne Leisure Centre, Knowle
Green, Staines-upon-Thames, TW18 1AJ

- speak to people from organisations* who were involved
- explore what caused the flooding and plans for the future
- find out about support schemes
- ask questions and make comments

All welcome

Help make this work for you - let us know you're coming and send your questions in advance:

 www.spelthorne.gov.uk/flood-meeting

 Flood meeting questions, Spelthorne Borough Council, Knowle Green, Staines-upon-Thames, TW18 1XB

 01784 451499



Staines bridge



Laleham Park



Chertsey Bridge Road



*organisations invited include: Surrey Police, Surrey Fire and Rescue, Military, Environment Agency, Flood Forum, Thames Water, Affinity Water, NHS England, Public Health England, Age UK, Voluntary Action in Spelthorne (VAIS), Citizens Advice Bureau (CAB), Surrey County Council, Spelthorne Borough Council.

This page is intentionally left blank

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SPELTHORNE)

DATE: 30 June 2014

LEAD OFFICER: GARATH SYMONDS, Assistant Director for Young People

SUBJECT: ANNUAL PERFORMANCE REPORT FROM SERVICES FOR YOUNG PEOPLE

DIVISION: ALL



SUMMARY OF ISSUE:

The purpose of this report is to update the Local Committee on the progress that Services for Young People has made towards participation for all young people in Spelthorne in post-16 education, training and employment during 2013-14. This is the overarching goal of Services for Young People and our strategy to achieve it is set out in 'The young people's employability plan 2012-17'.

In particular this Local Committee report focuses on the contribution of our different commissions to this goal and how they have performed during the year. Please note that the majority of detailed performance information is provided in the annexe to this report.

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

RECOMMENDATIONS:

The Local Committee (Spelthorne) is asked to note:

- (i) The progress Services for Young People has made during 2013/14 to increase participation for young people in education, training or employment, as set out in the annexe to this report.

REASONS FOR RECOMMENDATIONS:

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

1. INTRODUCTION AND BACKGROUND:

- 1.1 This report is for information. It provides: a summary how participation of young people in Spelthorne has been improved; an overview of how our

ITEM 9

different commissions have performed during the year; and a brief outline of how we will keep the Local Committee informed of our progress during 2014/15.

2. ANALYSIS:

- 2.1 In March 2014 only 37 young people were NEET compared to 60 in March 2013, a reduction of nearly 40%.
- 2.2 98.0% of young people were participating in education, training, employment or re-engagement at the end of March 2014, compared to 96.7% in March 2013.
- 2.3 9 first-time entrants to the youth justice system in 2013/14, the same as 2012/13 and fewer than 15 in 2011/12.
- 2.4 A more detailed analysis of performance is provided in Annexe 1, Services for Young People in Spelthorne Performance Summary 2013/14.

3. OPTIONS:

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

4. CONSULTATIONS:

- 4.1 During 2013-14 there has been wide ranging consultation with young people, staff and partner agencies. In particular we have carried out an internal evaluation of our commissions and focussed on engaging young people in our planning for re-commissioning of Services for young people in 2015. Alongside this, the Youth Engagement Contract has secured feedback from more than 1,000 young people across Surrey in relation to different aspects of our services, the information we provide and local issues.

Members have been consulted through the Local Committee Youth Task Group, Youth Steering Groups at some of our Youth Centres and as part of the internal evaluation of our commissions. We have also been involving Members in a recently commissioned external evaluation of Services for Young People, which will report its findings in May 2014.

The feedback from these different consultations has directly contributed to the development of our services during the year.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The budget allocated to each of the commissions in Services for Young People is provided in the Annexe.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

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

7. LOCALISM:

- 7.1 Although this report is for information and, as such, there is no decision, it is intended to provide the Local Committee with the information it needs to provide effective local scrutiny of Services for Young People.

8. OTHER IMPLICATIONS:

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

8.1 Crime and Disorder implications

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

8.2 Sustainability implications

Delivering services for young people locally reduces reliance on transport and minimises carbon emissions as a result.

8.3 Corporate Parenting/Looked After Children implications

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

8.4 Safeguarding responsibilities for vulnerable children and adults implications

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

8.5 Public Health implications

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

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 This report and the information included in the appendix have provided an overview of the performance of Services for Young People in Spelthorne and highlighted the significant progress made during 2013/14 to improve outcomes for young people.

10. WHAT HAPPENS NEXT:

- 10.1 To keep the Local Committee informed about the progress of the Service during 2014/15, Services for Young People attend up to two Youth Task Groups per year and circulate bi-annual progress reports electronically to each Task Group Member.
- 10.2 External contracts come to the end of their initial three year life in 2015 when they may be renewed or re-commissioned. Business as usual will continue alongside the re-commissioning project.

Contact Officer:

Leigh Middleton, Lead Youth Officer - West Surrey: 07854 870 393
Matthew Raleigh, YSS Team Manager: 07980 850747

Consulted:

Service users were consulted in 2013 as part of an internal evaluation of commissions. The findings have been used to inform performance improvement activity and re-commissioning for 2015.

Annexes:

Services for Young People in Spelthorne Performance Summary 2013/14

Sources/background papers:

- The young people's employability plan 2012-17
-

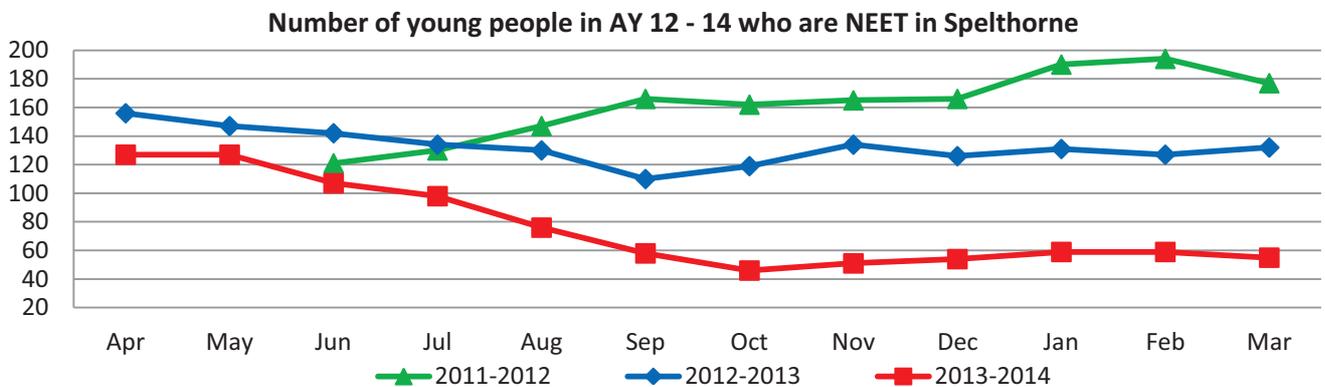
Services for Young People in Spelthorne Performance Summary 2013/14

Countywide overview

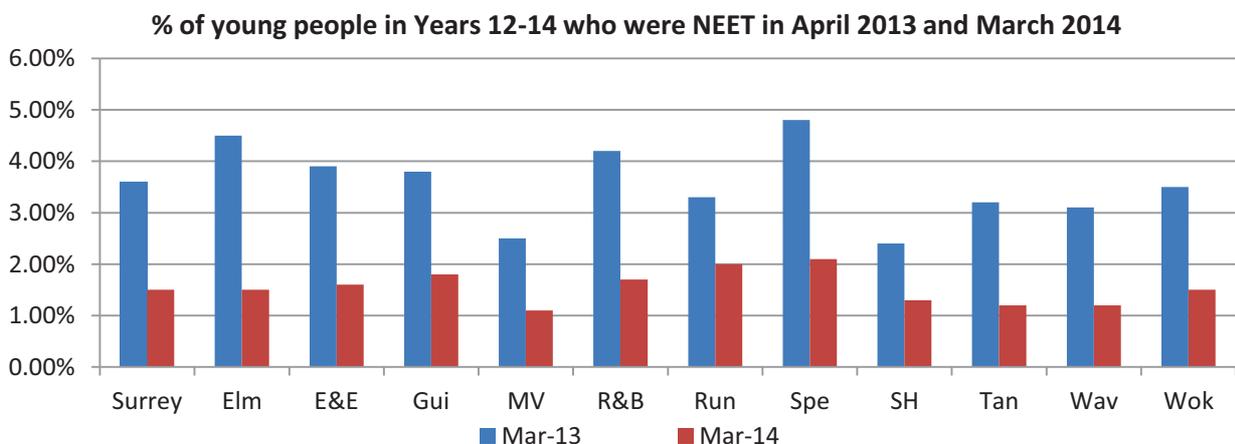
Services for Young People, working with our partners, has achieved a transformational reduction in the number of young people who are not in education, employment or training (NEET) from 978 (3.6%) in March 2013 to 429 (1.5%) in March 2014. Interim benchmarking data for the November 2013 to January 2014 supports our success, showing how Surrey had the joint-lowest proportion of young people who were NEET in the country.

Local performance story in Spelthorne

The reason for this report is to tell the local story of how Services for Young people, working with our partners, has been making a difference to young people in Spelthorne.



- In March 2014 only 55 young people were NEET compared to 132 in March 2013, a reduction of nearly 60%.
- 97.9% of young people were participating in education, training, employment or re-engagement at the end of March 2014, compared to 95.2% in March 2013.



Youth Support Service

- 2.1% of young people in years 12-14 were NEET in March 2014 compared to 4.8% in March 2013
- Young people who were NEET had been out of education or work for an average of 116 days compared to 173 in the previous year
- 220 young people moved from NEET to PETE during the year compared 195 in the previous year
- 47.3% of young people who were NEET had been NEET before compared to 34.8% in the previous year
- 5.4% of young people were unknown in March 2014 compared to 7.0% in March 2013
- 13 first-time entrants to the youth justice system in 2013/14, the same as 2012/13 and fewer than 30 in 2011/12
- Only 9 young people sentenced to custody in Surrey during 2013/14
- 43 disposals given to young people as a result of offending in 2013/14 compared to 52 in 2012/13, a 17% reduction
- 88 Youth Restorative Interventions (YRIs) employed with young people involved in low-level offending this year, compared to 117 last year
- 28 young people at risk of homelessness supported in 2013/14
- 21 Children in Need case managed by the YSS in 2013/14

The Spelthorne Youth Support Service (YSS) supports the most vulnerable adolescents in Spelthorne. It runs a case management service for young people who are NEET (not in education, training or employment), those who are offending or causing anti-social behaviour in their communities, and young people who are homeless. In recognition of YSS staff skills with vulnerable and challenging teenagers, the Youth Support Service also now manage Child in Need cases aged 14+ as part of an Early Help arrangement with Surrey Children's Services, and works under the No Labels scheme to engage young people with mental health issues who are failing to engage with the Child and Adolescent Mental Health Service (CAMHS). Successfully intervening with young people and families at this stage not only has a positive impact on individual lives, but is likely to significantly reduce the future demands on public services and finances.

The young people and families that fall under this remit present with multiple and complex needs. YSS staff, who come from a variety of professional backgrounds, use a range of specialist skills to achieve positive change and participation. These include skills in motivation and engagement, careers advice and guidance, substance misuse and mental health, offending behaviour, and working with families and parents. A typical approach starts with a full assessment of a young person and the family, followed by the drawing up of a tailored plan to achieve positive change. Interventions are sequenced so that the main barriers to participation are addressed first, thereby enabling the young person to go on to engage with constructive activities. Work is often intensive – a high risk or vulnerable young person may be seen several times a week. Underpinning the YSS approach, and central to its success, is a belief in the importance of developing a trusting professional relationship between the young person and their Youth Support Officer.

Over the last two years, the YSS in Spelthorne has made significant progress in reducing risk and achieving participation for local young people. The number of NEET young people in borough has been reduced from 160 in January 2012 to 53 in November 2013. Youth offending rates remain at an historic low and no young person in Spelthorne has been sentenced to custody during the 30 months of the YSS' existence. The YSS

has undertaken key work to safeguard local Children in Need, which has included the delivery of Surrey's Homeless Prevention Service. This in turn has eased pressures on Surrey's Children's Services and forms an important part of Surrey's Early Help offer.

YSS Spelthorne case study

B was referred by Surrey Children's Services to the YSS in 2012 at a 16 year old Child in Need. B had a long history of contact with statutory services – she had been on the Child Protection Register since the age of 8 and had spent periods as a Looked After Child. She had a range of vulnerabilities, including a history of being sexually abused, and experiencing breakdowns in family relationships and her education. She had previously self-harmed, used drugs, and refused to engage with child mental health services.

B began to work with her Youth Support Officer in 2012. Given her multiple needs, the action plan needed to be carefully structured to ensure it was effective. The key to this was taking account of B's own wishes and priorities, and making sure that the work was sequenced so that it was manageable. Initially her Youth Support Officer focussed on supporting B's emotional health. This included some referrals elsewhere (for example to a specialist counselling service for victims of sexual assault), but also 1:1 work to support B in managing her anger and her relationships with her family. Given the level of family breakdown, this was a challenging area of work which also involved support of B's father around his parenting skills. After seeing improvement in this area, her YSO went on to work with B around other risk-taking behaviours such as her drug use, risky sexual practices, and her ongoing vulnerability to being sexually exploited by others. B both reduced her drug use and increased her understanding of what constitutes a healthy and non-abusive relationship. The positive and trusting relationship that had developed between B and her YSO was the key to being able to address these sensitive and personal areas of B's life.

By this point B was resilient enough to start focussing on her future career aspirations. She began with a small step – attending a local cookery group run by the YSS to enable young people to get their food hygiene certificate. The group as a whole grew in confidence, and soon began taking on occasional catering commissions, which gave B the experience of preparing for and running an event, including interacting with the public. B has since gone on to complete the YSS skills centre course run by Brooklands College and is currently attending the Prince's Trust Course.

B often talks about the journey she has made (and continues to make). She expresses delight at no longer have the 'label' of being a child protection case or Looked After Child. Her family relationships have strengthened to the point where a source of distress has become a source of happiness and protection. She has ceased her risk-taking behaviours and finds herself much better able to manager her own emotions and relationships with others. Perhaps the greatest impact has been on B's self-esteem. She has the belief that she can be a success in her personal life and career, and a range of positive experiences under her belt that advance her on that path.

Commission RAG ratings and direction of travel explained

To summarise performance of the Centre Based Youth Work (CBYW) and Local Prevention Framework (LPF) commissions we have used a Red Amber Green (RAG) rating system to make it easier to get a sense of how a particular provider is performing. The rationale behind the RAG rating is as follows:

Red agreed performance not achieved and no plan in place to achieve agreed performance or mitigating factors

Amber agreed performance not achieved but either a robust plan in place to achieve the agreed performance, or mitigating factors as to why the performance is unlikely to be achieved

Green agreed performance achieved or within the tolerance zone (85% or more)



2013/14 performance is at least 2% less than 2012/13 performance



2013/14 performance is within 2% above or below 2012/13 performance



2013/14 performance is at least 2% above 2012/13 performance

Centre Based Youth Work (£50,100 and 7.95 full-time equivalents)

Centred Based Youth Work offers open-access youth work to young people in many of the areas with the greatest need in Surrey. Management of seconded Surrey County Council staff sits with a range of local providers, who complement SCC funded delivery with matched provision in terms of funding, resources and staff and volunteer time.

Ashford Youth Centre (The Youth Consortium – Lifetrain Trust)

Ashford Youth Centre has had a slow year, primarily link to staffing shortages. A new Youth and Community Worker was appointed in September 2014 and the centre has made steady progress since. The number of sessions and young people using the centre has increased. A new partnership project with local schools has been very successful. The centre has had to build its membership from a very low base, so there is greater focus currently on younger young people, to provide early prevention support.

Performance indicator	2013/14 performance					RAG
	Agreed performance 2013/14	Actual 2013/14 performance	Achievement against agreed performance	Comparative 2012/13 performance	Direction of travel	
1.1 Hours of co-produced youth work delivered from the Centre in 2013/14	757	112	14.8%	188		
1.2a Young people engaged in one or more hours of youth work	180	71	39.4%	174		
1.2b Average hours of engagement per young person	25	20.0	80.0%	20.4		
1.3 Young people attending the youth club demonstrate positive 'distance travelled' by end of intervention.*	180	71	39.4%	14		

1.5 Each Centre achieves the National Youth Agency quality kite mark within the first Contract Year, and retains this mark in each subsequent contract year	Yes		On track / Development needed		↑	
2.2 Young people who have been identified as at risk of becoming NEET who have attended the centre	50	10	20%	Comparison not available due to change in RONI process		

*Distance travelled: clear and tangible development for a young person

Leacroft Youth Centre (The Youth Consortium – Lifetrain Trust)

Leacroft has had a hectic year. It's important to note that the centre was closed until January 2014 to allow for its refurbishment. The centres staff team delivered youth work outcomes to young people in alternative venues whilst the centre was closed. This had a significant impact on performance reporting. Since the centre re-opened it has achieved Level One of the National Youth Agency Quality Mark and has opened new sessions.

Performance indicator	2013/14 performance					
	Agreed performance 2013/14	Actual 2013/14 performance	Achievement against agreed performance	Comparative 2012/13 performance	Direction of travel	RAG
1.1 Hours of co-produced youth work delivered from the Centre in 2013/14	757	195	25.8%	81	↑	
1.2a Young people engaged in one or more hours of youth work	60	67	111.7%	51	↑	
1.2b Average hours of engagement per young person	30.0	41.1	137%	13.6	↑	
1.3 Young people attending the youth club demonstrate positive 'distance travelled' by end of intervention.*	140	30	21.4%	0	↑	
1.5 Each Centre achieves the National Youth Agency quality kite mark within the first Contract Year, and retains this mark in each subsequent contract year	Yes	Yes	On track / Development needed		↑	
2.2 Young people who have been identified as at risk of becoming NEET who have attended the centre	50	4	8%	Comparison not available due to change in RONI process		

*Distance travelled: clear and tangible development for a young person

Shepperton Youth Centre (The Youth Consortium – Lifetrain Trust)

Shepperton Youth Centre remains at the heart of the community in Shepperton. The centre is immersed in innovative project ideas and involving young people is a key strength of the centre. Performance for year two was lower than year one, however year one was exceptional. The centre carries out many trips and visits and continues to work with the community to add value to the offer to young people. Due to staff vacancies and other factors beyond the centre's control the centre has reported lower than expected performance. However the centre has achieved Level Two of the NYA Quality Mark, demonstrating that the centre delivers good outcomes for young people.

Performance indicator	2013/14 performance					
	Agreed performance 2013/14	Actual 2013/14 performance	Achievement against agreed performance	Comparative 2012/13 performance	Direction of travel	RAG

ITEM 9

1.1 Hours of co-produced youth work delivered from the Centre in 2013/14	857	482	56.2%	832		
1.2a Young people engaged in one or more hours of youth work	240	170	70.8%	210		
1.2b Average hours of engagement per young person	37.0	39.8	107.6%	19.8		
1.3 Young people attending the youth club demonstrate positive 'distance travelled' by end of intervention.*	200	62	31.0%	6		
1.5 Each Centre achieves the National Youth Agency quality kite mark within the first Contract Year, and retains this mark in each subsequent contract year	Level 2	Level 2	On track			
2.2 Young people who have been identified as at risk of becoming NEET who have attended the centre	13	4	30.8%	Comparison not available due to change in RONI process		

*Distance travelled: clear and tangible development for a young person

Stanwell Youth Centre (The Youth Consortium – Lifetrain Trust)

Stanwell Youth Centre is to be congratulated on its performance throughout 2013-14. The centre has been nearly fully staffed all year and has offer more sessions of youth work to young people than ever in its history. The centre achieved Level Two of the NYA Quality Mark, demonstrating that the quality of provision is high. This is in the context of often poor behaviour and significant challenging needs. The centre has had to support a number of serious cases and has done this to a high standard.

Performance indicator	2013/14 performance					
	Agreed performance 2013/14	Actual 2013/14 performance	Achievement against agreed performance	Comparative 2012/13 performance	Direction of travel	RAG
1.1 Hours of co-produced youth work delivered from the Centre in 2013/14	757	550	72.7%	463		
1.2a Young people engaged in one or more hours of youth work	230	225	97.8%	225		
1.2b Average hours of engagement per young person	37.0	32.0	86.5%	30.5		
1.3 Young people attending the youth club demonstrate positive 'distance travelled' by end of intervention.*	210	206	98.1%	69		
1.5 Each Centre achieves the National Youth Agency quality kite mark within the first Contract Year, and retains this mark in each subsequent contract year	Yes	Yes	On track / Development needed			
2.2 Young people who have been identified as at risk of becoming NEET who have attended the centre	45	88	195.6%	Comparison not available due to change in RONI process		

*Distance travelled: clear and tangible development for a young person

Sunbury Youth Centre (The Youth Consortium – Lifetrain Trust)

Sunbury Youth Centre has had a steady year building on the work in 2012-13. The centre has had significant recruitment challenges, although these are now being resolved. The centre has recently been developing new provision for young people and has a successful Steering Group. The centre has embraced new

approaches to community conferencing and is actively building relations with partners to challenge poor behaviour in and around the centre.

Performance indicator	2013/14 performance					
	Agreed performance 2013/14	Actual 2013/14 performance	Achievement against agreed performance	Comparative 2012/13 performance	Direction of travel	RAG
1.1 Hours of co-produced youth work delivered from the Centre in 2013/14	757	341	45.0%	269	↑	Yellow
1.2a Young people engaged in one or more hours of youth work	150	215	143.3%	162	↑	Green
1.2b Average hours of engagement per young person	39.0	25.8	66.2%	30.2	↓	Yellow
1.3 Young people attending the youth club demonstrate positive 'distance travelled' by end of intervention.*	150	71	47.3%	48	↑	Yellow
1.5 Each Centre achieves the National Youth Agency quality kite mark within the first Contract Year, and retains this mark in each subsequent contract year	Yes	Yes	On track / Development needed		↑	Green
2.2 Young people who have been identified as at risk of becoming NEET who have attended the centre	30	33	110.0%	Comparison not available due to change in RONI process		Green

*Distance travelled: clear and tangible development for a young person

Local Prevention Framework (£126,250 during 2013/14)

Following a comprehensive evaluation, the Local prevention framework was re-commissioned during 2013 with a clarified focus on the outcome of increasing the resilience of young people and reducing their risk of becoming NEET and targeted by local neighbourhood. Priorities are set locally by Youth Task Groups, fora involving Members, young people partners and stakeholders. Activities commissioned often include youth work, mentoring or counselling, although a wide range of solutions have been developed across the county.

The LPF in Spelthorne has been broadly very successful. This report covers two commissioning periods. In 2012-13 the YSS delivered half of the LPF offer and achieved all the stated outcomes for young people. Alongside at the YSS, The Youth Consortium delivered the other half of the service equally well. Both providers had to work together to minimise duplication and completion.

Since September 2013 the Lifetrain Trust has been delivering 100% of the LPF service to young people. The new young people led Mobile Bus Shelter has been a huge success accounting for much of the statistics for the project. Joint work with business leaders and volunteers from the world of HR has delivered an exciting set of CV and Job Skills residentials hosted and Royal Holloway. These sessions have shown particular benefit to young people.

April 2012 – August 2013 (*The Youth Consortium - £90,667*)

Performance indicator	Agreed performance April 2012-August 2013	Actual performance April 2012-August 2013	% achieved April 2012-August 2013	RAG
Number of young people engaged in one or more hours of preventative activity	113	230	202.9%	Green

ITEM 9

April 2012 – August 2013 (*YSS Spelthorne £90,667*)

Performance indicator	Agreed performance April 2012-August 2013	Actual performance April 2012-August 2013	% achieved April 2012-August 2013	RAG
Number of young people engaged in one or more hours of preventative activity	113	161	142.1%	

September 2013 – March 2014 (*Lifetrain Trust - £72,917*)

Performance indicator	2013/14 performance				RAG
	Agreed performance (September 2013 - August 2014)	Expected performance for period September 2013 to March 2014	Actual performance September 2013 to March 2014	Achievement against expected performance	
Number of young people engaged in one or more hours of preventative activity	600	290	446	153.8%	
Number of young people engaged in 6 or more hours of preventative activity	280	140	257	183.6%	
Average hours of engagement* per young person**			10.0		
Number of young people displaying a demonstrable increase in resilience and reduction in risk	#		#		

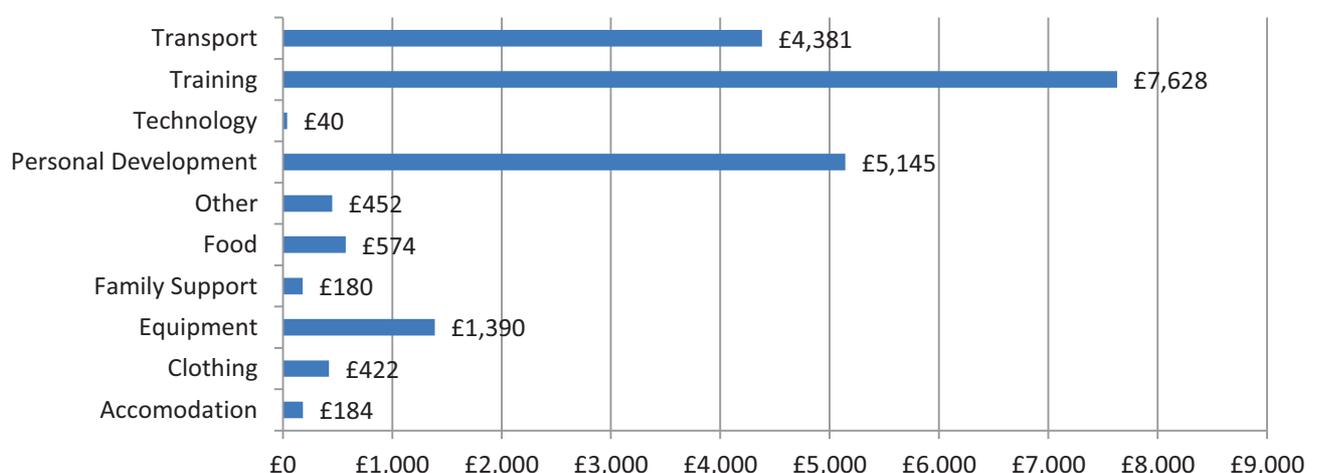
*Engagement: a meaningful conversation or activity with a young person.

**This measure not recorded for April 2012-May 2013

Individual Prevention Grants (£20,000)

Individual Prevention Grants (IPGs) were introduced in Surrey in 2013/14 to remove barriers to participation for young people who are NEET or at risk of becoming NEET. Each local YSS Team had an allocated budget, set in consultation with Local Committees, to be used flexibly to respond the changing needs of young people.

IPG expenditure by type of need



- £20,395 was allocated to remove barriers to participation for young people against a budget of £20,000

- A total of 92 grants were given to young people with an average value of £222
- The main barriers addressed were 'Training' (37%), 'Personal Development' (25%) and 'Transport' (22%)
- 80% young people who were NEET during 2013/14 and received IPGs in Spelthorne were PETE in March 2014

Youth Small Grants (£17,000)

Youth Small Grants are available to small voluntary, community or faith sector organisations across Surrey to enable: more quality youth work to be delivered locally; more young people to participate in education, training and employment; and more young people to be kept safe from crime and anti-social behaviour. The grants were administered by Surrey Youth Focus for the first time this year.

The £17,000 allocated to Spelthorne Local Committee for Youth Small Grants was allocated across 9 projects to support work with young people across Spelthorne as follows:

Organisation	Project title	Amount allocated
398 (Staines & Egham) Squadron ATC	Cadet Training Classroom Upgrade	£2,695
CAMHS Youth Advisors (CYA)	CYA Awards	£138
Colne Valley Girls & Ladies FC	Colne Valley Girls Football Club	£2,000
Community Film Unit	Talent Development Scheme	£2,000
Dramatize Theatre company	Dramatize Theatre company	£5,000
Studio ADHD	Reflections Angling Project	£1,094
Mediation North Surrey	Mediation North Surrey	£1,500
The Phoenix Project	Expedition Trekers	£2,073
Woodcraft Folk	Wummer Camp	£500
	Amount allocated	£17,000
	Amount remaining	£0

ITEM 9

Case study example about one particularly successful Youth Small grant for the year

Dramatize Theatre Company – Play Scheme

Dramatize was granted £5,000 toward a holiday play scheme for young people with learning disabilities.

The funding was used to run a weekly theatrical play scheme in October 2013 half term and February 2014 half term.

The play schemes have provided young people with learning disabilities a place to socialise with their peers in a safe, fun and secure environment. They have learnt new skills and been able to express themselves through different mediums of the arts. As well as this it has provided much needed respite for the cares/families whose children have attended the scheme.

10 young people to attend daily with 20 different children attending on different days.

Quotes that from feedback forms from some of the families whose children have attended the play scheme.

'Dramatize play scheme has provided time out during holidays for me and interesting things for Jodie to do with her friends'

'It was wonderful for Rose, she wouldn't stop talking about it we look forward to joining you again soon'

'It gives me some respite during holidays and gives Holly a chance to socialise with her peers'

The small grant gave us the opportunity to help a number of families within Surrey and provide a fun, exciting and safe place for the children to be themselves and socialise with their peers.



Leader's Ready for Work Programme (£867,000 countywide)

During 2013/14 SYP established the Leader's Ready for Work programme countywide, endorsed and part-funded by David Hodge (Leader of SCC). Building on the Transformation of SYP, the programme aimed to equip us to generate more individually tailored education, training and employment opportunities for

young people that develop their employability. Achieving this has involved developing and embedding a range of new approaches, with three main examples below.

Re-engagement

Surrey's re-engagement programme (Ready 4 Work) is delivered in-house by the YSS and offers a bespoke local range of activities to young people who would otherwise be NEET, equipping them with the skills, attitudes and behaviours they need to 're-engage' in education, training or employment. Whilst the local offer in each area is different, the activity is underpinned by a shared employability curriculum.

- During 2013/14 this programme has engaged 1,330 young people across the county
- At the end of March 2014, 45 young were in re-engagement provision in Spelthorne

Apprenticeships

The programme has focussed on increasing the number of Apprenticeships available to young people. As well as a number of employer engagement events and increasing apprentice recruitment by SCC and our partners, the programme has offered grants to support new employers to take on apprentices.

- 482 grants have been given to employers who are now offering apprenticeship opportunities to Surrey young people
- 14 new employers in Spelthorne have taken on apprentices as a result

Employment Development Officers (EDOs)

EDOs have recently been recruited to support the YSS to develop meaningful employment and work experience opportunities for young people who would otherwise be NEET. In the SE of the County Catch 22 have developed a similar offer and fulfil the role of EDOs in these areas. Despite starting up between December 2013 and February 2014, EDOs had already secured 43 placements by the end of March.

Skills Centres (*Brooklands College - £30,000*)

Skills Centres provide foundation learning opportunities, delivered locally from some of our youth centres, to young people who would otherwise be NEET. Contracts have been awarded for three years, with projects pump primed with funding provided by Surrey County Council for the first year of delivery. This report covers the period September 2012 to March 2014, where all programmes delivered were eligible for Surrey County Council funding. Providers were monitored not only on participation but also on learner progressions, with funding being awarded partly on a payment by results basis. Across the County the programme exceeded its engagement target of 170, supporting 174 young people.

- 23 young people attended the Skills Centre in Spelthorne against a target of 24 young people
- 41% of those who attended the Skills Centre had achieved a successful and sustained progression lasting more than 3 months to further education, training or employment at the end of March 2014

Year 11/12 Transition (*Working Links - £60,000*)

The Year 11/12 Transition commission focuses on providing intensive support to young people in year 11 who have been identified as being at risk of becoming NEET through Surrey's partnership owned Risk of NEET Indicator (RONI). This approach identifies young people who exhibit NEET risk factors. Examples

ITEM 9

include being a looked-after child, having previously offended, participating in alternative learning programmes, having school attendance of less than 80% and being permanently excluded from school.

Young people are allocated a key worker from the January of year 11 and provided with mentoring to help them to identify a progression route following their compulsory schooling and then supported for the first term of year 12. National research indicates that young people are most vulnerable to dropping out of further education during the period leading up to Christmas, as they may struggle to keep up with the work or decide that they have chosen the wrong courses. This support takes a variety of forms and adopts a holistic approach to addressing the multiple barriers to participation for the young people, including homelessness, substance misuse, mental health issues and family breakdown.

- Supported 76 Spelthorne young people in Year 11 who were identified, in partnership with local schools, as at risk of becoming NEET
- 99% success rate - 75 young people were in positive destinations at the end of January 2014

Pathways Team (SEND)

SEND Pathways Team work with all young people who have or previously had Statements of Special Education Needs aged 14-25, fulfilling a key statutory duty of the council to support their transition to education, training and other options. In practice this means: completing statutory Learning Difficulty Assessments (LDAs), in partnership with young people their families and other professionals, which sets out the young person's needs and the support required from an educational provider so that the young person can continue to access learning; providing information, advice and guidance to young people and their families; attending and contributing to school and college reviews; and liaising with social and educational establishments to ensure young people receive a support package that meets their needs.

- Across the county the Pathways team supported more than 2,000 young people with SEND during 2013/14
- 542 of these made the transition from year 11 to year 12 in September 2013, with 87% remaining in a positive destination at the end of January 2014.

Surrey Outdoor Learning and Development (SOLD) (£339,000 countywide)

SOLD offer outdoor learning opportunities to young people across Surrey and neighbouring areas. Many of their services are traded with other external organisations and they generated income of almost £1,050,000 in 2013/14. As well as these wider services, SOLD has been commissioned to offer local opportunities to young people who are NEET or at risk of becoming NEET in each of Surrey's districts and boroughs, relying on the YSS to engage young people.

- 5% increase in total visitors to SOLD countywide from 30,920 in 2012/13 to 32,420 in 2013/14
- 18% increase in income generated by SOLD during 2013/14
- 25 young people engaged in SOLD sessions in the NE, referred from the YSS, meaning expenditure of £4,620 against a budget of £35,000

Youth Engagement Contract (*Working Links - £360,000 countywide*)

The Youth Engagement Contract is a countywide service, largely delivered online and is designed to ensure young people are able to access the information, advice and guidance (IAG) that they need to make good

decisions at key points in their lives. The offer comprises two main elements. The first is U-Explore, an online careers and education IAG service, whilst the second is 'wearesurge.co.uk', a co-produced online platform to engage young people and provide young people information in a way that is right for them.

- 53,059 young people accessed IAG on Surge
- 16,398 young people accessed careers and education IAG on U-Explore
- 2,872 social media comments and 'likes' related to IAG content

Following user testing in 2013 Surge and U-Explore undertook a series of improvements including the addition of live volunteering and apprenticeship opportunities and over 1,000 things to do and places to go for young people in Surrey. A supplier relationship management project was completed in March 2013 with Working Links exiting the contract and Surrey signing new contracts with U-Explore and The Eleven directly. At the same time the Surge website was completely rebuilt to significantly improve the service to young people. In total the SRM project saved the council £250,000 on the Youth Engagement Contract.

This page is intentionally left blank



SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SPELTHORNE)

DATE: 30 JUNE 2014
LEAD OFFICER: GARATH SYMONDS, ASSISTANT DIRECTOR FOR YOUNG PEOPLE
SUBJECT: CREATING OPPORTUNITIES FOR YOUNG PEOPLE: LOCAL RE-COMMISSIONING FOR 2015 – 2020
DIVISION: ALL

SUMMARY OF ISSUE:

Services for Young People (SYP) currently operates nine commissions which contribute towards the overall goal of full participation in education, training or employment with training for young people to age 19 and to age 25 for those with special educational needs or disabilities (SEND). These commissions are delivered through in-house services and external providers, where contracts were let generally for a 3 year period, all expiring in 2015.

This paper explores increased delegation of decision-making in relation to local 'early help' for young people, within the context of re-commissioning for 2015 to 2020.

RECOMMENDATIONS:

Spelthorne Local Committee is asked to;

1. Support increased delegation of decision-making to include the current Centre Based Youth Work so that it can be re-commissioned alongside the current Local Prevention Framework.
2. Agree that local priorities for the newly delegated commissions within Services for Young People will be decided by the Spelthorne Local Committee informed by the work of the constituted Youth Task Group.
3. Reconstitute Spelthorne Youth Task Group.

REASONS FOR RECOMMENDATIONS:

This paper outlines plans to build on the successes of Services for Young People and proposes greater integration and working together for the commissioning of the Local Prevention Framework (LPF), Centre Based Youth Work (CBYW) and potentially other more integrated commissioning with partners such as Spelthorne Borough Council, Public Health, Surrey Police and Active Surrey. It explains how Services for Young People plan to achieve its overall goal of employability for all young people.

1. INTRODUCTION AND BACKGROUND:

Introduction and structure of report

- 1.1 This paper covers the achievements of Services for Young People; changes proposed for the next local commissioning cycle; and the strategy and commissioning intentions and refreshed outcomes framework for 2015 to 2020.

Commissioning approach in Services for Young People

- 1.2 Services for Young People transformed the offer to young people and the outcomes achieved through a commissioning approach, designed in the Public Value Review in 2010-2011 and launched in 2012. Services for Young People have worked closely with our key partners and providers in securing the achievements highlighted in section two below.

2. ANALYSIS:

2.1 Achievements 2012 – 2014: Surrey

- Interim data shows Surrey had the joint lowest numbers in England of young people who were NEET between November 2013 and January 2014, when last year Surrey ranked joint 25th.
- Seventh out of 152 local authorities for rate of youth custody per 1000 population in England.
- 4% increase in young people aged 16-18 starting apprenticeships since 2011 – in contrast to a decrease to a 14% in England during the same period. 622 apprenticeships generated 16-19 year olds from April 2013 to end of February 2014.
- Demonstrable positive impact on school attendance and fixed term exclusions for young people taking part in Centre Based Youth Work and Local Prevention Framework activity and in particular for those with SEND
- High proportion of young people engaged in youth centre activities that are in higher need groups – of the 7,017 in 2012/13, 37% had SEND, 20% were NEET or re-engaging, 17% were identified at risk of NEET, 16% were Children in Need, and 200 were young people who had offended.
- Reduction in out-county placements in Independent Specialist Colleges from 126 to 90 in 3 years with reduced costs, equivalent to £2million saving, and improved outcomes.

2.2 Changes proposed for the next commissioning cycle

The Transformation of Services for Young People achieved significant success through the outcomes-focused approach to commissioning as demonstrated in section one. Therefore, the changes proposed at this stage are not for a radical re-shaping of a model that has achieved much in two years, but rather

www.surreycc.gov.uk/spelthorne

recommendations for adaptations to the model to respond to changes in need, policy context, young peoples' perspectives and learning from the evaluation of performance.

Whilst the evaluation of the current model highlighted significant successes and high levels of performance compared to other local authorities, it also sets out areas for potential further improvement. There are also drivers for change arising from the more challenging financial context for Surrey County Council and a need for a more clearly targeted approach to managing down levels of demand on statutory services through more targeted prevention, integrated with the Council's approach to Early Help.

2.3 Changing Needs

A comprehensive needs assessment has been conducted linked to the Joint Strategic Needs Assessment (JSNA). This assessment, One in Ten 2014, builds on the first needs assessment, One in Ten 2010, which shaped the commissioning priorities. This has in turn, highlighted the following key issues in relation to the needs of young people that will inform future commissioning for 2015 to 2020.

- Growth in demand from increase in the population of young people by 5% over the commissioning period.
- Need for young people to have the skills and experience sought by employers so they are ready for work.
- Need for young people to be able to make informed choices on education, training and employment options.
- Increasing needs and changing patterns of need, such as increasing Autistic Spectrum Disorder (ASD), for young people with SEND.
- Growth in emotional and mental health needs of young people.
- Barriers to participation, in particular transport, lack of income and homelessness.
- Young people have negative experiences during teenage years, which then have a significant impact on their later lives.
- Many young people experience multiple and complex barriers to participation, often involving family relationship breakdown and other challenges in neighbourhoods in which they live

2.4 Young People's Involvement

Young people have been closely involved in the review of current commissions and developing the proposed new outcomes. They have both highlighted the value they place on current services and identified gaps which directly relate to the outputs and outcomes that Services for Young People are seeking to achieve. In particular, young people highlighted: a need for more information, advice and guidance on opportunities in education training and employment; a broader range of courses; challenges in relation to mental health and emotional wellbeing; challenges in relation to peer pressure and bullying; family difficulties and breakdown of relationships; money and transport; and a need to have someone to talk to who understands.

2.5 Financial Context

The re-commissioning for 2015-2020 also needs to address the challenging financial context for Surrey County Council and the wider public sector. Although the economy has started to improve, with increasing employment opportunities, budget pressures are likely to remain for the County Council and partners, including providers of education and training. The Transformation of Services for Young People achieved a reduction in gross expenditure of £4.6m in 2011-2012 whilst achieving significantly improved outcomes. The scope for significant further savings is therefore limited.

2.6 Key Themes

Some key themes emerging from the evaluation, the more challenging financial context and changes in national and local policy context are:

- Wider integrated commissioning with key partners such as Spelthorne Borough Council, Public Health, Surrey Police and Active Surrey.
- Increased local delegation enabling local decision making and local involvement of young people.
- More targeted early help to reduce demand on statutory services.
- Improved quality, co-production and focus on outcomes.
- Increased value for money and evidence of impact achieved.

Based on these drivers for change, the paper now sets out the proposed changes for the commissioning model for a further five year period, from 2015-2020.

2.7 National and Local Policy Context

Services for Young People deliver key outcomes to improve young people's quality of life and fulfil a range of statutory duties for Surrey County Council: the duty to commission education and training provision for young people aged 16 to 19 and then up to age 25 for young people with Special Educational Needs (SEND); the duty to prevent young people's involvement in crime and anti-social behaviour; the duty to ensure adequate opportunities for young people through youth work; and to promote effective participation of young people in education, training or employment up to age 18 by 2015 as required by Raising the Participation Age.

The LPF is at the heart of SYP's commitment to localism and involves young people, elected members and wider community stakeholders in decision making in order to ensure local needs are met.

3. STRATEGY AND COMMISSIONING INTENTIONS:

3.1 Strategy

In December 2010, Cabinet agreed the strategic goal for Services for Young People as employability to secure full participation for young people to age 19 in education, training or employment. On 24th July 2012, Cabinet agreed the Young People's Employability Plan 2012-2017, which set out the vision for young people's employability. It is proposed to retain that vision, with the addition of a definition of

employability for greater clarity and to reflect the breadth of integrated approaches need to achieve a holistic approach to improving outcomes for young people.

3.2 Goal

Our goal is for all Surrey young people to be employable.

3.3 Definition of Employability

Employability is: 'the development of skills, abilities and personal attributes that enhance young people's capability to secure rewarding and satisfying outcomes in their economic, social and community life'. Our key measure of success will be full youth participation in education, training or employment with training age 19 by 2018.

3.4 Commissioning Intentions

Services for Young People's success has been achieved through using an outcome based commissioning approach. Commissioning intentions are developed which then in turn shape future commissioning. The commissioning intentions for the re-commissioning of Services for Young People for 2015-2020 are:

- Pathways to employment for all
- Early help for young people in need
- Integrated specialist youth support

3.5 Re-commissioning for 2015-2020

The outcomes framework to enable employability of young people has been refreshed, drawing on the needs analysis, evaluation of the service, young people's perspectives and work with staff and partners. The revised framework is attached as Annexe 1.

Feedback was also received that there would be benefits in moving to fewer models with clearer links between them and with other services and partner organisations. It is proposed therefore, whilst building on the success of the current models, to integrate some models and reduce the overall number. Engagement with other Surrey County Council services and its partners, staff and young people will be completed to inform an options appraisal on the alternative means of delivery and to develop business cases. These options appraisals and business cases will be go to Cabinet in September 2014.

An external evaluation has been conducted by the Institute of Local Government Studies at the University of Birmingham. The evaluation report will go to Children and Education select committee in July and to inform the development of the new operating models.

The re-commissioning is being overseen by a Project Board, chaired by the Cabinet Associate for Children, Schools and Families and with representation from the Children & Education Select Committee, Local Committees and young people. At a local level, delegated commissions will be overseen by Spelthorne Local Committee supported by the work of the Youth Task Group. Opportunities to align commissioning with key partners will be explored as part of this process. An invitation has been sent to the Chief Executive of Spelthorne Borough Council to explore opportunities for more aligned commissioning.

3.6 Pathways to Employment for all

This model proposes to strengthen the range of opportunities for young people in education, training and employment opportunities in Surrey. These opportunities will be informed by the needs of employers, linked to the aspirations of young people and supported by high quality impartial careers information, advice and guidance.

The model includes development of local provision for young people with SEND, with integrated support across education, health and social care, as part of an integrated arrangement from birth to age 25.

Key changes from previous model and benefits

- More integrated education, training and employment pathways
- Surrey Your Next Move Guarantee of the offer to all young people in education, training or employment up to age 18
- More external funding for provision and engagement

3.7 Local Early Help for young people in need

This model proposes a local, integrated commissioning approach with the current CBYW and LPF resources, aligned with partner resources, to achieve outcomes for young people identified as local priorities. Priorities would be drawn from the Young Peoples' outcomes framework by the expanded Local Youth Task Group, working with partners. Agreements will be sought with key partners including Spelthorne Borough Council to align commissioning resources. This process could vary the allocation of resources between communities within a fixed overall allocation based on need (currently, for example, CBYW is a fixed 2FTE per centre which under this model could be flexed according to need).

A range of approaches are being explored, particularly in relation to CBYW, these include; staff secondment (current model); staff transfer; direct management in Surrey County Council; new organisation developed with staff e.g. Trust, Mutual, community Interest Company or a combination of these.

Key benefits

- Greater local ownership with flexibility to respond to local need and priorities in Spelthorne
- Joint commissioning with partners to reduce demand
- Voluntary sector involvement, use of community assets and income generation
- More integrated work between LPF and CBYW to target local needs in local areas

3.8 Integrated Youth Support, model description

This model delivers a range of key outcomes and develops employability skills for some of the most vulnerable young people in Surrey. It is delivered in-house by the successful Surrey Youth Support Service, which provides integrated support for young people who are NEET, children in need, have offended or are at risk of homelessness. The model employs a casework approach to supporting young people, developing positive relationships and addressing young people's barriers to participation. This often involves working closely with other partners to provide

holistic support. Proposed changes focus on increased joint working, quality of practice and options for income generation.

Key Benefits

- Strengthen integration with the local early help offer and external partners.
- Opportunities for greater income generation.
- Opportunity to explore options for the development of an alternative vehicle.

4. CONSULTATIONS:

4.1 Young People's involvement

Young people have been closely involved in the review of current commissions and developing the proposed new outcomes. They have both highlighted the value they place on current services and identified gaps which directly relate to the outputs and outcomes that Services for Young People are seeking to achieve. In particular, young people highlighted: a need for more information, advice and guidance on opportunities in education training and employment; a broader range of courses; challenges in relation to mental health and emotional wellbeing; challenges in relation to peer pressure and bullying; family difficulties and breakdown of relationships; money and transport; and a need to have someone to talk to who understands.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 The re-commissioning of service will provide an opportunity to address the savings included in the MTFP 2014 – 2019, embed flexibility in order to meet further changes in the financial outlook of the council and improve value for money through partnership working, income generation and an emphasis on more local provision.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 An initial assessment of equalities implications has been conducted. A full Equalities Impact Assessment will be completed for the options and recommendations in the report to Cabinet in September 2014.

7. LOCALISM:

7.1 Local early help will be at the heart of SYP's commitment to localism and involves young people, elected members and wider stakeholders in decision making in order to ensure local needs are met.

8. OTHER IMPLICATIONS:

8.1 Public Health implications

The outcomes framework has been developed with the involvement of Public Health and reflects joint priorities in young people's health and well-being.

8.2 Sustainability implications

The County Council attaches great importance to being environmentally aware and tackling climate change. The proposals emphasise local provision, which reduce travel and support policies on cutting carbon emissions and tackling climate change.

8.3 Corporate Parenting/Looked After Children implications

Looked After Children are identified as a priority target group in the proposed outcomes framework. The current arrangements have seen free registration onto the Duke of Edinburgh's award for looked after children, and no 'in-county' children entering the criminal justice system for the last two years. There are also record low numbers of 16-19 care leavers that are NEET.

8.4 Safeguarding responsibilities for vulnerable children and adults implications

The proposals comply with the County Council's priority for safeguarding vulnerable children and young people.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 Conclusion

Re-commissioning for 2015 is designed to bring greater localism and integration and therefore provide best value in delivering outcomes for young people.

9.2 Recommendation

The Local Committee Spelthorne is asked to;

1. Support increased delegation of decision-making to include the current Centre Based Youth Work so that it can be re-commissioned alongside the current Local Prevention Framework.
2. Agree that local priorities for the newly delegated commissions within Services for Young People will be decided by the Local Committee Spelthorne informed by the work of the constituted Youth Task Group.
3. Reconstitute Spelthorne Youth Task Group

10. WHAT HAPPENS NEXT:

Further engagement from May to the end of July with partners, Local Committees and Youth Task Groups, other services in Surrey County Council, staff and young people will inform the development of business cases, subject to Cabinet agreement to the models and associated proposals set out in this paper. In particular agreement will be sought from Boroughs/Districts, Active Surrey, Public Health and Surrey Police for more integrated approaches to commissioning.

Following the Spelthorne Local Committee, the Youth Task Group will meet in the summer to review the local needs and identify local priorities from the Young People's Outcomes Framework. These local priorities will be used to inform the commissioning of local early help for young people in need.

A full business case will be brought to Cabinet for agreement in September 2014. Local commissioning would commence immediately thereafter, so that procurement processes are completed through award of contracts by 1/6/15. Giving three months

lead in before new services are required from 1/9/15. This timeframe will be reviewed and confirmed after the final selection of options for delivery of the models.

Contact Officer: Leigh Middleton, Lead Youth Officer (Commissioning) for West Surrey. Tel no: 01483 519 412

Consulted: The development of this report has involved the wide engagement of young people, partners including the voluntary, community and faith sector, schools, colleges, training providers, health organisations and employers.

Annexes:

Annexe 1: Surrey Young People's Outcomes Framework

Sources/background papers:

Creating Opportunities for Young People: Re-commissioning for 2015 – 2020

This page is intentionally left blank

Surrey Young People's Outcomes Framework

Goal	Ref	Outcomes	Ref	Outputs
Employability for young people	1	Young people are equipped with the skills and attitudes to join the workforce	1.1	Sufficient, quality education and training post-16 provided
			1.2	Successful transition made to post-16 education, training and employment
			1.3	Employability skills, attitudes and behaviours developed
			1.4	Numeracy and literacy improved
			1.5	Increased experience of the workplace
	2	Young people are resilient	2.1	Physical wellbeing improved
			2.2	Emotional wellbeing improved
			2.3	Mental wellbeing improved
			2.4	Social wellbeing improved
	3	Young people are safe	3.1	Offending and anti-social behaviour prevented
			3.2	Reduced impact of offending
			3.3	Young people's safety in communities is improved
	4	Young people overcome barriers to employability	4.1	Young people prevented from becoming NEET
			4.2	Reduced number of young people who are NEET
			4.3	Homelessness prevented
			4.4	Entry to the care system prevented
			4.5	Transport for young people is improved
	5	Young people make informed decisions	5.1	Informed decisions made about education, training and careers
			5.2	Informed decisions made about leading a healthy lifestyle
			5.3	Informed decisions made about use of free time
5.4			Informed decisions made about accessing services and support	
6	Young people are active members of their communities	6.1	Young people have positive role models	
		6.2	Participation in social action increased	
		6.3	Decision-making influenced by young people	
		6.4	Involvement in local democracy increased	

Target groups

Informed by our needs assessment, there are groups of young people for whom we particularly want to improve these outcomes and reduce inequalities.

These include:

- Young people with Special Educational Needs and Disabilities
- Young people who are looked after or care leavers
- Young people who are on child protection plans and children in need
- Young people who are identified as at risk of becoming NEET
- Young people who are parents
- Young people who have caring responsibilities
- Young people from the Gypsy, Roma and Traveller communities
- Young people who have offended
- Other young people who have protected characteristics (sexual orientation, age, gender, gender reassignment, race, and religion or belief) where this leads to them facing barriers to participation

Ways of working

In working towards these outcomes we will ensure:

- all services for young people are co-produced in an equal and reciprocal relationship between young people, their families, their communities and professionals;
- the strengths of young people, their families and communities are a part of the solution;
- we commission solutions locally wherever possible to meet local need across the county; and
- we take an early help approach, engaging as early as possible to prevent and remove barriers to employability before they have a significant impact on young people's lives.

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (SPELTHORNE)****DATE:** 30 JUNE 2014**LEAD OFFICER:** NICK HEALEY, AREA TEAM MANAGER (NE)**SUBJECT:** HIGHWAYS UPDATE**DIVISION:** ALL**SUMMARY OF ISSUE:**

This report summarises progress with the Local Committee's programme of Highways works for the current Financial Year 2014-15.

Members are encouraged to start considering the strategy and priorities for next Financial Year.

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

- (i) Decide whether to approve the advertisement of a Traffic Regulation Order that would provide for a lockable gate to be installed in the service road behind Elgin Avenue (paragraphs 2.5 to 2.9 refer);
- (ii) Consider the ban on overnight parking of goods vehicles and coaches being promoted by the London Borough of Hounslow, and decide whether to maintain or withdraw the holding objection submitted by the Area Team Manager (paragraphs 2.11 to 2.17 refer);
- (iii) Decide whether or not to remove the speed cushions from Russell Road when this road is resurfaced later in the Financial Year, and if they are to be removed set aside funds from its 2015-16 Highways budgets to investigate an alternative scheme of traffic calming in the event that traffic speeds or the collision frequency increases following removal of the cushions (paragraphs 2.18 to 2.26 refer);
- (iv) Authorise the Area Team Manager in consultation with the Chairman, Vice Chairman, and relevant Divisional Member(s) to undertake all necessary procedures to deliver the agreed programmes.

REASONS FOR RECOMMENDATIONS:

The Elgin Avenue scheme requires Committee's approval to be able to proceed.

Committee has an opportunity to make its views known to the London Borough of Hounslow in respect of its proposal to ban overnight parking for goods vehicles and coaches.

Under the Council's constitution it would be for Committee to approve the introduction of new traffic calming, so it is appropriate for Committee to consider the removal of an existing traffic calming scheme.

1. INTRODUCTION AND BACKGROUND:
--

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

1.2 Outturn figures from 2013-14 are shown in Tables 1 and 2 below. Cabinet has agreed to carry forward the capital under/overspends into the new Financial Year 2014-15. At the time of writing there is no decision as to whether the revenue under/overspends will be carried forward.

Table 1: Revenue outturn from 2013-14 (rounded figures)

Revenue budgets		Expenditure		Outturn
Local Revenue	£216,000	Capitalised	£107,000	
Community Pride	£35,000	Minor works	£146,000	
Total	£251,000	Total	£253,000	£2,000 overspend
<i>The Capitalised Revenue is a sum from the revenue budget that was transferred to support the Capital programme.</i>				

Table 2: Capital outturn from 2013-14 (rounded figures)

Capital budgets		Expenditure		Outturn
Integrated Transport	£140,000	Includes LSR and Integrated Transport Scheme programmes		
Maintenance	£140,000			
Capitalised revenue	£107,000			
Developer Income	£163,000			
Member contributions	£7,000			
Total (rounded)	£557,000	Total (rounded)	£604,000	£47,000 overspend

1.3 The 2013-14 Capital outturn represents an overspend of just over 8%. The main reason for this overspend is the delivery of the Hengrove Crescent footway resurfacing scheme ahead of schedule. It was intended to start construction of this scheme in 2013-14 and complete in 2014-15, and to split the costs between the two Financial Years. The entire scheme was completed in the previous Financial Year 2013-14, resulting in a £47,000 overspend.

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

- Local Revenue: £215,800
- Community Enhancement: £35,000
- Capital Integrated Transport Schemes: £140,272
- Capital Maintenance: £140,272
- **Total: £531,344**

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

2. ANALYSIS:

Annual Local Revenue and Capital Programmes

2.1 In December 2013 Committee approved the 2014-15 budget allocations shown in Table 3 below:

Table 3 Approved allocation of budgets for 2014-15

Approved allocation	Amount
Pooled Revenue To cover various revenue concerns across the Borough for example: drainage and ditching, patching and kerb works, minor safety schemes, vegetation works, etc.	£145,000
Divisional Allocations	£386,344 (£55,192 per Division)
Total	£531,344

2013-14 Divisional Programmes – carried forwards into 2014-15

2.2 Table 4 below details those schemes from the 2013-14 Divisional Programmes that were carried forwards into 2014-15.

Table 4 schemes carried forwards into 2014-15

Scheme	Description	Progress	Likely cost
Kenyngton Drive Parking Bays	Verge hardening	Deferred pending the outcome of development in Kenyngton Drive.	£25,300 <i>If scheme were to go ahead.</i>
Total carried forward cost			£25,300

2014-15 Divisional Programmes

2.3 Table 5 shows the Divisional Programmes for 2014-15. These schemes were agreed with Members towards the end of last Financial Year.

Table 4 2014-15 Divisional Programmes

Location	Proposed works	Cost	Status
Feltham Hill Road, Ashford	New pedestrian crossing	<i>Developer funded.</i>	Alternative locations being investigated following Committee's decision in September 2013 to defer the scheme.
School Road, Ashford	Footway reconstruction	£46,700	Complete
Village Way, Ashford	Footway – replace slabs with asphalt	£23,600	Complete
Woodthorpe Road, Ashford	Footway – relay modular paving at Station end by shops	-	<i>Reserve scheme – estimated cost £10,000</i>

ITEM 11

Location	Proposed works	Cost	Status
Station Approach, Ashford	LSR	-	<i>Reserve scheme – estimated cost £20,000</i>
Locations TBA in Ashford	Mobility Ramps	-	<i>Reserve scheme – estimated cost £2,000 per pair of ramps</i>
Harrow Way, Shepperton	Micro asphalt	£10,500	Works order imminent, then will need programming
Gordon Road, Shepperton	LSR, first 100m from Russell Road	£8,100	Works order imminent, then will need programming
High Street, Shepperton	LSR, area outside Library	£2,800	Works order imminent, then will need programming
Kilmiston Avenue, Shepperton	Footway	£27,000	Ordered, awaiting programming
High Street, Shepperton	Footway outside Budgens	£7,600	Complete
Manor Farm Avenue, Shepperton	New footway section outside St Nicholas's School	£4,000	Complete
Elgin Avenue, Sunbury Common	Lockable barrier to prevent fly tipping	£3,000 Funded by Divisional Member	Public consultation complete, need to advertise Traffic Regulation Order.
Kenyngton Avenue, Sunbury Common	Verge hardening to provide parking spaces	£25,300	Deferred pending the outcome of development in Kenyngton Drive.
Vicarage Road, Sunbury Common	Reconstruction (east side)	£9,700	Ordered, awaiting programming.
Scotts Way, Sunbury Common	LSR	£17,200	Works order imminent, then will need programming
Thames Street, Lower Sunbury	20mph Zone	£5,000 - £50,000	Feasibility in progress <i>£5,000 for feasibility / detailed design Up to £45,000 construction</i>
Charlton Lane, Halliford	LSR, on exit leading to Halliford Bypass	£9,100	Works order imminent, then will need programming
Oakington Drive, Lower Sunbury	Northern branch from side from Sunbury Court Road going east to the end of the road. LSR and drainage	£13,300	Works order imminent, then will need programming
Hengrove Crescent, Ashford	Replace slabs with asphalt	-	Completed in 2013-14

Location	Proposed works	Cost	Status
Station Crescent junction with Ashford Crescent, Ashford	Footway resurfacing	£22,000	Ordered, awaiting programming.
Church Street, Staines-upon-Thames	Traffic, speed and parking management	£55,000 available for two Church Street schemes	See separate report.
Church Street, Staines-upon-Thames	LSR, alongside recreation ground to rear of Church	£55,000 available for two Church Street schemes	Will need to tailor extent and value to ensure the traffic, speed and parking management scheme can be completed.
Stanwell Moor Road, Stanwell	Cycle route signs and road markings	£2,000	Design in progress.
Stanwell Moor Road, Stanwell	Casualty reduction, subject to review of casualties following improvement of signs in 2013-14 by Road Safety Team	-	No casualties in nearly 12 months following accident remedial scheme. Therefore no need for further measures at the present time.
Clare Road, Stanwell	Pedestrian Crossing	£5,000	Feasibility study in progress.
Town Lane, Stanwell	Casualty reduction and cycle route	£48,000	Feasibility study in progress.
Provisional total programme value		Up to £389,000	

2.4 The overall value of the Divisional Programmes is estimated to be up to £389,000. Committee should note that the £47,000 overspend from 2013-14 will need to be accommodated within the 2014-15 programme. There are three schemes where the likely costs are highly uncertain at the present time: the Thames Street, Lower Sunbury, 20mph Zone, the Church Street, Staines-upon-Thames, traffic management scheme, and the Town Lane, Stanwell, casualty reduction scheme. Officers will work with the Chairman, Vice-Chairman and relevant Divisional Members updated as these schemes develop, to ensure that as much as possible of this Financial Year's programmes are delivered.

Elgin Avenue

2.5 Behind Elgin Avenue there is a service road that forms part of the Public Highway. The service road gives access to garages and back gardens. This service road has suffered a number of fly tips recently. In response it has been suggested that lockable gate should be introduced to prevent further fly tips.

2.6 In partnership with the Divisional Member officers have consulted affected residents. Virtually all those consulted responded and were supportive.

ITEM 11

- 2.7 It is feasible from an engineering point of view to install a lockable gate. The main drawback is the need to issue residents with keys, and then to manage those keys.
- 2.8 To take this scheme forwards Committee approval would be needed to advertise the necessary Traffic Regulation Order; a recommendation has been made to facilitate this.
- 2.9 The Divisional Member has agreed to fund this scheme fully from their non-Highways allocation.

Programme Monitoring and Reporting

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

London Borough of Hounslow proposed overnight HGV parking ban

- 2.11 The London Borough of Hounslow is proposing to introduce a ban on overnight parking of goods vehicles and coaches on the Public Highway, within the London Borough of Hounslow. This would include the A30(T), which is maintained and managed by Transport for London.
- 2.12 The general effect of the ban would be to prohibit vehicles over 5 tonnes maximum gross weight from parking between the hours of 6.30pm and 8am on any Public Highway within the London Borough of Hounslow. Although this restriction is being promoted by the London Borough of Hounslow, reciprocal legal arrangements are in place to enable the London Borough of Hounslow to introduce the restriction on roads maintained and managed by Transport for London.
- 2.13 The London Borough of Hounslow suggests that the proposed ban is in response to requests from residents and that it would remove indiscriminate, and on occasions obstructive, parking of goods vehicles and coaches from residential streets and link roads.
- 2.14 It is not possible to predict with any confidence the displacement impact of the proposed ban on Spelthorne. The London Borough of Hounslow has no quantitative evidence to show the extent of any existing problem associated with parking of goods vehicles and coaches on its network. Anecdotal evidence suggests there are no significant problems with overnight parking of goods vehicles or coaches on residential roads within the London Borough of Hounslow at the present time. There are lay-bys on the A30(T) just beyond the Spelthorne Borough boundary. Goods vehicles that currently park within these lay-bys may well be displaced into Spelthorne.
- 2.15 The cost of introducing the proposed ban is estimated to be £442,000.
- 2.16 In response to the proposed ban officers consulted Divisional Members bordering the London Borough of Hounslow. There was no consensus among these Members. Therefore following consultation with the Chairman the Area Team Manager has submitted a holding objection, to give Committee opportunity to consider the proposed ban formally.

2.17 Committee is invited to consider the proposed ban, and decide whether to maintain or withdraw the holding objection.

Russell Road traffic calming

2.18 Russell Road, Shepperton, is due to be resurfaced as part of the Operation Horizon programme of carriageway maintenance. Russell Road currently benefits from traffic calming in the form of speed cushions. At the request of the Divisional Member, the Area Team Manager has consulted local residents on whether or not they would like to keep the traffic calming or to remove it when the road is resurfaced.

2.19 The Area Team manager wrote to residents at 145 addresses adjacent to Russell Road. The consultation letter has been included in Annexe A. The letter included detailed background information to inform residents' responses.

2.20 The traffic calming was introduced in the mid 90s in response to continuing collisions and complaints from residents about excessive vehicle speeds. There is evidence (detailed in Annexe A) that the frequency of collisions reduced following the introduction of the traffic calming. Surrey Police report that they very rarely receive complaints of excessive vehicle speed in Russell Road.

2.21 Residents living nearby the traffic calming report that they experience unpleasant vibration within their homes when vehicles drive over the speed cushions.

2.22 Surrey Police sympathise with the residents who experience vibration within their homes, but their overriding concern is one of casualty reduction and excess speed. They consider that the traffic calming has achieved what it set out to do and can be seen as a success. Surrey Police would not wish to see a return to the high number of collisions and speed complaints if this traffic calming was removed. They would object to the removal of the existing traffic calming unless Committee could guarantee the reinstatement of the existing traffic calming, or an alternative scheme of traffic calming, in the event that traffic speeds or the collision frequency increased.

2.23 Table 5 below details the results of the public consultation:

Table 5 Russell Road traffic calming consultation results

Response	Number	Percentage
Keep the speed cushions	48	33%
Remove the speed cushions	26	18%
No opinion	4	3%
Total responses	78	54%

2.24 Written comments from respondents are shown in Annexe B.

2.25 At the time of writing officers are arranging up to date traffic surveys to determine traffic speeds. It is anticipated that these will be completed in time to report results to Committee verbally.

2.26 If Committee were to decide to remove the traffic calming officers would survey vehicle speeds and monitor casualties after the traffic calming is removed. If there is evidence that vehicle speeds rise significantly, or that the frequency of casualties rises as a result of the traffic calming being removed, the Divisional Member has committed to set aside funding to investigate the feasibility of an alternative traffic calming scheme that would not include speed cushions or road humps near to residential properties. The cost of implementing an alternative traffic calming scheme could be substantial. The cost of renewing the existing speed cushions when the road is resurfaced is minimal. Any alternative scheme would be subject to public consultation. There is no guarantee that an alternative scheme would be feasible either in financial or technical terms.

Parking Update

2.27 The 2014 parking review was reported to Committee in March. At the time of writing the proposed changes are being advertised with a closing date of 19th June for any representations to be made.

2.28 For more information see our web pages www.surreycc.gov.uk/parking/spelthorne.

Customer Services Update

2.29 The weather conditions at the end of last year and early part of 2014 lead to a large increase in enquiries and defect reports from customers. On average the Highways service received 12,000 per month in 2013 this includes reports made by members of the public, staff and highway inspectors. During the first quarter of 2014 we received 58,224 giving an average of over 19,000 per month.

2.30 For Spelthorne specifically, 3,314 enquiries were received in this quarter of which 1,647 were directed to the local area office for action, 96.6% of those have been resolved. This response rate is slightly above the countywide average of 94%

2.31 Although the response rate remains relatively high the additional volume of contacts meant a delay in responding to some customers and an increase in chaser calls to the service. This has also been reflected in the volume of complaints received 143, only 33 of those were for the North East area including Spelthorne. The main reason for these being service delivery and communication to either the required standard or timescale.

Planned Maintenance Update

2.32 The Planned Works Team have published this Financial Year's programmes for Operation Horizon, Project 400, Surface Treatment, Footways, Structures and Drainage. This programme is included as Annexe C.

Clockhouse Lane Bridge Update

2.33 Committee provided £30,000 to the London Borough of Hounslow from its 2010-11 budgets as its contribution to a feasibility study to investigate improved pedestrian and cycle facilities over the railway line intersecting

Clockhouse Lane, Ashford. The Area Team Manager has previously circulated to Members draft documentation arising out of this feasibility study. Committee asked the Area Team Manager to investigate with the London Borough of Hounslow how the £30,000 contribution was spent, and to keep Committee updated with any progress.

2.34 Communication between Surrey County Council and the London Borough of Hounslow in respect of this project has been challenging, mainly due to there being several changes of key personnel in both organisations. The Area Team Manager has now established contact with the relevant officer of the London Borough of Hounslow.

2.35 In terms of progress the London Borough of Hounslow are trying to gain access to the private land in order to complete site investigation works, which would in turn enable them to complete the feasibility study. The private landowners have made some demands in terms of indemnities and this request is currently with their legal department.

2.36 The Area Team Manager has received from the London Borough of Hounslow copies of invoices from the consultant undertaking the study totalling £69,487.20. A further approx £5,000 has been spent on other costs such as the temporary traffic orders, road closures and staff time. The original understanding of Committee was that the scheme should be funded 50:50 by Surrey County Council and the London Borough of Hounslow. To date the London Borough of Hounslow has contributed approximately £45,000 to this scheme.

2.37 The London Borough of Hounslow is still keen to see this scheme delivered in due course, although funding remains a challenge. There is some development activity to the north of the railway line that may generate some income for this scheme in the short to medium term, but not likely enough to build the scheme. In the longer term Hounslow are likely to include this scheme on their Regulation 123 list for CIL funding when they implement CIL. If Spelthorne Borough Council were to include the same scheme on their Regulation 123 list there would be a reasonable prospect of raising the necessary funding over the next few years.

Walton to Halliford Transport Study update

2.38 In September 2013 it was proposed to Committee to undertake a Walton to Halliford Transport Study, to examine the impact of the new Walton Bridge on traffic and travel patterns in the Walton to Halliford corridor. It was recommended to begin this study in April 2014.

2.39 The start date of the study of April 2014 was intended to allow time for the DfT funded cycle link and subsequent Operation Horizon resurfacing to be completed before the study commenced. Both these are likely to disrupt transport patterns during their construction. Further it is anticipated that the new cycle link will result in changed long term transport patterns. Unfortunately the DfT funded cycle scheme is not now likely to be completed until later this Financial Year. Therefore it is necessary to defer the start date of the Walton to Halliford Transport study.

Priorities for 2015-16

2.40 Members are encouraged to start considering their priorities for investing the Local Committee's Highways budgets in 2015-16. It is

suggested that the strategy for allocation of Committee's 2015-16 Highways budgets should be agreed in September 2014, and that the 2015-16 programme of works should be agreed in December 2014. This timetable would facilitate efficient planning and delivery of the 2015-16 programmes.

3. OPTIONS:

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

4. CONSULTATIONS:

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

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

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

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding.

7. LOCALISM:

7.1 The Local Committee has prioritised its expenditure according to local priorities.

8. OTHER IMPLICATIONS:

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

9. CONCLUSION AND RECOMMENDATIONS:

9.1 This Financial Year's programmes are being delivered.

9.2 Committee is asked to make decisions in respect of the Elgin Avenue scheme, the proposed overnight goods vehicle and coach parking ban within the London Borough of Hounslow, and also the suggestion to remove the speed cushions from Russell Road.

9.3 Members are encouraged to start considering the strategy and priorities for next Financial Year.

10. WHAT HAPPENS NEXT:

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

- 10.2 If Committee were to approve the advertisement of the Traffic Regulation Order relating to the Elgin Avenue scheme, this would enable the Area Team Manager to commence the statutory consultation process.
- 10.3 The Area Team Manager will either withdraw or confirm the holding objection to the London Borough of Hounslow's proposed overnight parking ban for goods vehicles and coaches, according to Committee's decision.
- 10.4 The speed cushions in Russell Road will be removed or renewed, according to Committee's decision.
-

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

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

Annexes:

Annexe A Highways Update Russell Road consultation letter

Annexe B Highways Update Russell Road comments

Annexe C Highways Update Planned Maintenance 2014-15

Sources/background papers: None.

This page is intentionally left blank

Annexe A – Russell Road Consultation Letter

Dear Resident,

RE: TRAFFIC CALMING (SPEED CUSHIONS) IN RUSSELL ROAD

In April 2013 Surrey County Council began a five-year £100m programme of carriageway maintenance that will result in 10% of Surrey's roads being resurfaced. This programme is called Project Horizon. The Spelthorne part of this programme was presented to Surrey County Council's Local Committee for Spelthorne in June 2013; further details are available at www.surreycc.gov.uk. A number of roads in Shepperton are due to be resurfaced as part of this programme, including Russell Road later this Financial Year.

Surrey County Council would now like to ask local residents, whether or not they would like to keep the traffic calming (speed cushions) in Russell Road or remove it when the road is resurfaced. There are a number of factors to consider before you respond:

- The traffic calming was installed in the mid 90s as a result of continuing collisions and complaints from residents about excessive vehicle speeds.
- The frequency of personal injury collisions reduced following the introduction of the traffic calming. A few casualty statistics to consider:
 - Since 1987 there have been 64 accidents (between 50m from the High Street and Marshalls roundabouts), giving an average of 2.37 accidents per year.
 - In the decade before traffic calming installed (1987-1996) there were 36 accidents (3.6 per year).
 - In the decade after traffic calming installed (1997-2006) there were 13 accidents (1.3 per year).
 - In the last decade (2004-2013) there were 1.8 accidents (1.8 per year).
 - There are no pedal cycle accidents recorded before 2001.
 - Between 2001 and January 2014 there were 21 accidents (including seven pedal cycles).
 - Up to 1998, there had been 43 accidents (average 3.58 / year).
 - There are no accidents recorded in 1999, 2000, 2002, 2006 and 2009.
 - Since 2001, there have been 21 accidents (average 1.61 / year).
 - Between 2001 and 2008 there have generally been one or two accidents per year, but since 2010 this has risen to three or four.
 - The accident database maintained by Surrey County Council and Surrey Police goes back to 1987 and only records Personal Injury Collisions – not damage only accidents or near misses.
- There is evidence from the last four years that the frequency of collisions may be rising but it is difficult to know whether this is part of a new long term trend – two possible reasons for this are:
 - Across Surrey there is an increasing frequency of cyclist casualties coinciding with increased numbers of cyclists;
 - The existing speed cushions have become very dilapidated, and will not be as effective at reducing vehicle speeds as they were when they were first installed.
- Surrey Police report that they very rarely receive complaints of excessive vehicle speed in Russell Road.
- Residents living nearby the traffic calming report that they experience unpleasant vibration within their homes when vehicles drive over the speed cushions.

Annexe A – Russell Road Consultation Letter

- Surrey Police have raised the concern that if the traffic calming were to be removed, it could result in a higher number of collisions and excessive vehicle speeds in Russell Road.

Your Divisional Member Cllr Richard Walsh is sympathetic to the residents who report unpleasant vibration within their homes, but also mindful of the possible safety implications of removing the traffic calming.

The results of this consultation will be reported to Surrey County Council's Local Committee for Spelthorne on 30th June 2014, together with the casualty history outlined above, and the views of Surrey Police. We will also survey vehicle speeds and report the results to Committee. It will be the Local Committee that decides whether or not to remove the traffic calming.

If the Local Committee decides to remove the traffic calming we will survey vehicle speeds and monitor casualties after the traffic calming is removed. If there is evidence that vehicle speeds rise significantly, or that the frequency of casualties rises as a result of the traffic calming being removed, Cllr Walsh has committed to set aside funding to investigate the feasibility of an alternative traffic calming scheme that would not include speed cushions or road humps near to residential properties. The cost of implementing an alternative traffic calming scheme could be substantial. There would be no significant cost to renewing the existing speed cushions when the road is resurfaced. Any alternative scheme would be subject to public consultation. There is no guarantee that an alternative scheme would be feasible either in financial or technical terms.

Taking all the information into account, please could you let us know your views. Please could you let us know your preference by 7th June 2014 by returning the form below in the pre-paid envelope provided. If you have any enquiries please do not hesitate to call 0300 200 1003 or to e-mail highways@surreycc.gov.uk.

Yours sincerely,

Nick Healey
Area Team Manager
Surrey Highways

<Address>

Would you like to keep or remove the speed cushions in Russell Road? KEEP / REMOVE / NO OPINION
(Please circle one)

Annexe B – Russell Road Comments

The comments below have been reproduced verbatim. Some have been edited to maintain the anonymity of the respondent.

<p>Respondents who would prefer to keep the traffic calming commented as follows:</p>
<p>I am concerned to see the council is even considering removing the speed cushions. Living on Russell Road I can confirm that vehicles still travel at high speed and by removing these measures the situation will further deteriorate and encourage dangerous driving.</p> <p>Having young children this is of great concern and should you elect to remove the speed cushions I will hold the council liable if any of my family is injured in an accident on Russell Road that could have been avoided by keeping these traffic calming measures in place.</p> <p>The unpleased vibrations are in fact caused by overly large trucks using the road, not normal vehicles, and can thus be avoided by placing weight / height restrictions on the road.</p> <p>I strongly urge you to keep the traffic calming measures in place to ensure a safe environment for us and our children.</p>
<p>This road is lethal. People drive way too fast already as the speed humps are too narrow. Proper bumps required across full width.</p>
<p>But ban heavy lorries as road not suitable for them. Too dangerous.</p>
<p>Indeed, increase in traffic calming is warranted as many vehicles still drive too quickly over existing speed cushions and can 'ride' over them without being affected as they are not wide enough.</p>
<p>[We] are extremely concerned about not only the speed o the traffic (so YES the speed humps should be reinstated), but also the weight of the large lorries going past our [house].</p> <ol style="list-style-type: none"> 1) Yes the house shakes when heavy traffic flies past 2) There are no speed bumps on Russell Road where Halliford Green is. Can we suggest a speed camera to slow traffic down please? 3) [Difficulties for residents emerging from driveways] Nightmare with speeding traffic 4) Cyclists fly [along the road and are unsighted from driveways due to its alignment] 5) Many young children, including our own live on or around Halliford Green. The speed of the traffic makes it unsafe. 6) We don't agree with Walton Lane becoming a no entry road from Walton Bridge, as this will simply drive more traffic onto Russell Road.
<p>Speed restrictive signs, each end of Russell Road would help.</p>
<p>There should be a weight restriction on this road too! The lorries 'bounce' over the humps causing vibration and noise.</p>
<p>Vehicle speeds in Russell Road are excessive and often dangerous.</p>
<p>Keep please – slows traffic and our dog got run over there.</p>
<p>Respondents who would prefer to remove the traffic calming commented as follows:</p>
<p>But introduce and enforce a 20mph speed limit using speed camera at the half way point for the safety of school children and elderly residents.</p>
<p>This form is not concise enough. It does not give residents a true option of what is available. An ultimatum of "keep or remove" is not the way to resolve such an emotive issue. I see no point in incurring the cost of alternative feasibility after the event. Why not use this funding towards speed camera installation now?</p>
<p>Many vehicles straddle the cushions at high speeds, better to install cameras and cheaper to maintain and more effective at reducing speeds.</p>
<p>Lorries straddle them, cars do not slow down. Houses damaged by vibrations.</p>
<p>Or made higher. If vehicles were going the right speed there would be no vibrations. When they go too fast you feel it through the walls.</p>

ITEM 11
Annexe B – Russell Road Comments

There are 3 speed bumps directly outside my home within about a hundred yards of each other, which have a detrimental effect on the environment here. The need for measures to encourage motorists to stick to the speed limits is understood as it is a busy and narrow road. However I feel that the installation of the speed bumps in the 1990s was misguided, since they are not compatible with a road which is used so frequently by fully laden 38ton aggregate trucks shuttling from the nearby extraction sites. The impact of these trucks when they hit the 8in high speed bumps causes shock waves which literally shake our homes to their foundations. This lasts all day from approximately 6:30am. In fact the walls and ceilings in my home had to be covered with lining paper simply because the plaster had cracked throughout – in my opinion mainly due to prolonged exposure to vibrations originating at the speed bumps.

To compound this problem is the noise caused by the empty aggregate trucks returning to base together with other similar commercial vehicle traffic. This noise is extremely invasive and due to the close proximity of the 3 speed bumps, it results in multiple loud crashes, similar to gun fire. Again this occurs throughout the day and really spoils this otherwise calm and attractive riverside village.

I would encourage your team, and the Police Officers who have in the past supported the use of speed bumps, to visit the site and witness the disturbance for themselves, and to consider how they would feel if these were placed outside their own homes.

In desperation, I wrote to our MP about this problem, appealing for something to be done. I noted that at the western end of Russell Road, the residents' campaign had been successful and the bumps alongside the Mulberry Trees development had been removed. It is significant that this has not apparently had a detrimental effect on road safety.

As our previous requests were denied, I am delighted that the authority is again considering removing the speed bumps. We hope that a more 'resident friendly' and up-to-date alternative can be found to encourage speed compliance.

I do very much hope that they are removed, and am sure that the quality of life at this end of Russell Road for all users: motorists, pedestrians and residents alike, will be improved as a result.

Many thanks for consulting us.

I can in all honesty say that if the mini roundabout was made flat most of the noise and vibrations would ease. Traffic still goes fast regardless of speed humps.

(Flat) mini roundabout at Walton Lane most noise from tippers going over this roundabout, not so much noise from humps along the road.

In response to your letter regarding speed cushions we have lived[here] 8 years now and the extreme noise from traffic going over speed humps is frightening! Heavy goods (tippers) with large chains attached to them the noise and vibrations from these tippers makes life in our garden unbearable.

[The mini roundabout] is where the main noise and vibrations come from. Why we can't we have a flat roundabout is beyond me, on this small mini roundabout coaches from schools and extremely large car transporters do a full turn very dangerous.

Please flatten roundabout.

In our opinion these cushions do not slow down traffic.

I have taken photos when large car transports do a full circle on this mini roundabout if you would live to see them you can also school coaches.

I have substantial vibration and internal damage caused by the speed humps (traffic calming). I have made many complaints to the local authority.

1) Would like speed cushion outside [my house] removed. Lorries hit it at speed causing house to vibrate.

2) We have contacted lorry companies direct.

3) There do not appear to be very noticeable speed restriction signs either end of Russell Road?

Annexe B – Russell Road Comments

Please can you take in to consideration our comments below when deciding the fate of speed cushions in Russell Road.

As residents who live only 10 feet away from the roads edge we feel that we are in the best position to give you a true depiction of living with traffic on Russell Road.

The introduction of speed cushions has not solved any of the problems we experience on a daily bases.

[This respondent made a number of comments on the detail provided in the consultation letter.]

Point 1 excessive vehicle speeds: It is our experience the speed cushions have not reduced excessive vehicle speeds

Point 2 personnel injury collisions:

What type of accidents occurred?

Not sure what this relates to!

What was the cause these accidents?

What does this prove?

Information given seems contradictory and ambiguous!

May we know the cause of these personal injury collisions 1987 to date?

Point 3 trend:

There has been an increase of cyclist through Russell Road i.e club cyclists and charity cyclists and from our observations we often see cyclists making repairs which would suggest deterioration of road surface and sunken gully drains

Tipper and other heavy commercial vehicles run rough shod over the existing speed cushions which would suggest the cause of deterioration of the cushions, also motor cyclist speed through the cushions

Point 4 Surrey police: not in a position to check and report speed levels in Russell Road

Point 5 Vibrations: these vibrations cause cracks within properties, in fact a speed cushion was removed because of this problem

Point 6 Removal of traffic calming: whilst we would agree with the concerns of Surrey police it is clear to us that renewing speed cushions is not going to resolve the problems, however, the obvious answer is to install strategically placed speed cameras, this would have the desired effect of reducing speed, vibrations and noise

As you will be aware there is a school on Russell Road and in Manygate Lane that leads into Russell Road this needs to be taken into consideration when making the final decision which we very much hope will be the installation of speed cameras.

And repair my cottage since the cushions were installed they have caused so much damage to my home and others.

There were no cracks or damage to [my house] on viewing twice before I bought [it shortly] after the installation of speed bumps.

I was 'shaken awake' at 6:30 the morning after I moved in. [a survey] found the house was sound but I was not told of the noise or damage etc. [Other residents] had the speed bump removed because of damage from the speed bumps. [My house] is further off the road but is still shaking and cracking up see photos. [The] survey did not mention a problem with the speed bumps and raised roundabout.

I will send photos. I only received your letter today so not enough time to print them out.

Massive cracks in the walls [of my house] since the installation of speed humps.

I was shaken awake at 6:30am by traffic every day except Sunday.

[When I viewed my house before the traffic calming was installed] no cracks in walls. [Also I knew a previous occupant who lived there prior to the installation of the traffic calming] no damage then.

This page is intentionally left blank



SURREY PLANNED MAINTENANCE 2014-2015



INVESTING IN YOUR COMMUNITY

AREA: SPELTHORNE

Surrey County Council
2nd June 2014

During this year 2014/15, Surrey County Council will be investing an unprecedented **£55 million** in its highway network, to ensure that it is fit for the future.

The last three winters have been particularly severe and this year we have experienced an extremely heavy rainfall resulting in widescale flooding across the county. Consequently, our roads and bridges have suffered a large amount of damage.

Alongside our capital programmes of works, we have successfully bid for additional funding from DFT and are therefore pleased to be able to deliver a Flood Recovery programme this year, which should secure and improve our network for future adverse weather conditions.

Our assets will therefore benefit from the following planned maintenance programmes this year:-

- ⇒ **£24 million will be invested in Project Horizon** – rebuilding 130km of Surrey's road network through long term repairs to give a new life of between 10 and 30 years
- ⇒ **£17 million will be invested in a Flood Recovery for roads-** resurfacing 100km of road and removing more than 20,000 potholes
- ⇒ **£3.5 million will be invested protecting our roads from future potholes** – surface treating over 100km of our roads.
- ⇒ **£2 million will be invested in Footway repairs** – both surface protection and resurfacing
- ⇒ **£4 million will be invested in our Bridges & Embankments** – strengthening over 10 critical bridges and completely rebuilding both Flanchford and Newark bridges
- ⇒ **£4.5 million will be invested in Drainage infrastructure** – not only replacing broken pipes, but providing new capacity and delivering major maintenance programme to our gullies and ditches.

In total, we are aiming to treat over 343km of carriageway and 84km of footway, which is the distance from Guildford to Paris and from Dover port to the Dunkirk beaches respectively.

For Spelthorne, we will be renewing over **27km of roads and footways** in your area.

The detailed lists of schemes (*by work type*) for your area are on the following tables, with indicative programme dates (subject to weather and road space).

Residents can find out the latest information regarding schemes and dates via:

Surrey County Council Contact Centre 0300 200 1003

1. Project Horizon

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Ward	Programmed
Church Road	B378	Fordbridge Road	Feltham Road	250	Ashford	Complete
School Road/ Convent Road	B378	Feltham Road	Staines Road West	1001	Ashford	31/07/14
Gaston Bridge Road	A244	Marshalls R/A	Green Lane	550	Laleham and Shepperton	July -October
Marshall's R/A	A244	Roundabout and approaches		350	Laleham and Shepperton	July- October
Station Approach	D3324	Green Lane	End of Road	350	Laleham and Shepperton	11/07/14
Station Road	D3325	Old Charlton Road	End of Road	180	Laleham and Shepperton	Complete
Walton Bridge Road	A244	New Walton Bridge	Upper Halliford Road	2000	Laleham and Shepperton	July-October
Thames Street	C234	French Street	Parke Road	1010	Lower Sunbury and Halliford	25/06/14
Staines Road East	A308	French Street	Harfield Road	530	Lower Sunbury and Halliford	Complete
Thames Street	A308	High Street	South Street	270	Staines	P400
Stanwell Road	B378	London Road	Church Road	600	Staines South and Ashford West	Complete
Staines Road west	A308	Sunbury Cross R/A	Cedar Way	780	Sunbury Common and Ashford Common	20/08/14
Clockhouse Lane	B3003	Feltham Road	County Boundary	435	Ashford	23/10/14
Fordbridge Rd	B377	Kingston Rd	Church Rd	1000	Ashford	29/10/14
Forbridge Roundabout	A308	Entire Roundabout		240	Ashford	27/10/14
Town Tree Road	B377	Church Road	Covent Road	350	Ashford	06/11/14
Feltham Road	B377	Church Road	Challenge Road	1000	Ashford	10/11/14
Goffs Rd	D6208	Feltham hill	Ashgrove Rd	315	Sunbury & Ashford Common	17/11/14
Saville	D6206	Both Ends	Chertsey	140	Sunbury &	18/11/14

ITEM 11

Crescent			Rd		Ashford Common	
Upper Halliford Road	C231	Annett Close	Halliford Road	1065	Lower Sunbury & Halliford	24/11/14
Church Street	B376	Clarence Street	End	350	Staines	28/11/14
The Broadway	B377	Shepperton Road	Ashford Road	420	Laleham & Shepperton	02/12/14
Elmsleigh Road	D3319	Thames Street	End	202	Staines	04/12/14
Kenilworth Gardens	D3277	Fenton Avenue	Warwick Avenue	190	Staines South and Ashford West	05/12/14

2. Flood Recovery

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Ward	Programmed
Fordbridge Road	C234	CHO Beasleys Ait Lane	S/West from SLOW marking	598	Laleham and Shepperton	June - Oct
The Broadway	B377	Lamp col 3, past Grange Place	Glebe end fence line	306	Laleham and Shepperton	June - Oct
Clarence Street/ Thames Street/ South Street	A308	East of High St Railway Bridge	25.2m east of Market Street	903	Staines	June - Oct
Laleham Road	B376	Rail Bridge	Gresham Road	207	Staines	June - Oct
Moor Lane	D3286	Pumping station, Annie Brooks Close	lamp 23 o/s Glen-Mor	251	Staines	June - Oct
Clare Road	D3223	Bus stop o/s no. 243, Bedfont Rd end	joint o/s 191 near Falcon Road	256	Stanwell and Stanwell Moor	June - Oct

3. Surface Treatment

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Ward	Programmed
Moor Lane	D3286	M25	Underpass	770	Staines	July/August
Walton Lane	B376	A24 R/about	Russell Rd	646	Laleham & Shepperton	July/August
Windmill Rd	A244	Staines Rd West	Nursery Rd	583	Sunbury Common & Ashford Common	July/August
Russet Close	D3209	Entire length		70	Stanwell & Stanwell Moor	July/August
Laytons Lane	D6250	No.20	End	210	Lower Sunbury & Halliford	July/August
St Marys Crescent	D3218	Entire length		195	Stanwell & Stanwell Moor	July/August
Church St/Hale St	D3283	Entire length		300	Staines	July/August
Wheatsheaf Lane	D329	B376	Avondale Ave	385	Staines	July/August
Chalmers Rd	D3263	Entire length		200	Ashford	July/August
Spelthorne Grove	D6245	Entire length		245	Sunbury Common & Ashford Common	July/August
Warwick Ave	D3277	Entire length		165	Staines Sth & Ashford West	July/August
Mill Farm Ave	D6245	Os 18	End	180	Sunbury Common & Ashford Common	July/August
Hereford Close	D3302	Staines Rd	End	186	Staines Sth & Ashford West	July/August
Stainash Crescent	D3278	Entire length		208	Staines Sth & Ashford West	July/August
Laburnum Crescent	D6236	Entire length		80	Lower Sunbury & Halliford	July/August
Saville Crescent	D6206	Entire length		135	Sunbury Common & Ashford Common	July/August

4. Footways

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Treatment	Ward	Programmed
Green Street	C230	Entire length		2090	Slurry Seal	Lower Sunbury & Halliford	July - Oct
Chertsey Rd	C233	Entire length		1030	Slurry Seal	Sunbury Common & Ashford Common	July - Oct
Spelthorne Lane	C233	Ashford Rd	Littleton Rd	810	Slurry Seal	Sunbury Common & Ashford Common	July - Oct
Viola Rd	D3228	Entire length		1310	Slurry Seal	Stanwell & Stanwell Moor	July - Oct
Fordbridge Rd	C234	Halliford Rd	Loudwater Rd	640	Slurry Seal	Laleham & Shepperton	July - Oct
Spout Lane	D3206	Entire length		290	Recon	Stanwell & Stanwell Moor	July - Dec

5. Drainage

Road name	Road ref	Scheme Details	Ward	Programmed
Town Lane	B378	Investigation and design, to alleviate highway flooding	Stanwell & Stanwell Moor	Jan - March

6. Bridges & Embankments

Road name	Road ref	Limits (start)	Limits (end)	Length (metres)	Ward	Programmed
None planned						

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SPELTHORNE)

DATE: 30 JUNE 2014
LEAD OFFICER: NICK HEALEY, AREA TEAM MANAGER (NE)
SUBJECT: CHURCH STREET, STAINES-UPON-THAMES
 FEASIBILITY STUDY UPDATE
DIVISION: STAINES

**SUMMARY OF ISSUE:**

This report summarises progress with the Church Street, Staines-Upon-Thames, feasibility study.

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

- (i) Authorise the Area Team Manager in consultation with the Chairman, Vice Chairman, and Divisional Member to finalise the detailed design for the Church Street, Staines-upon-Thames, integrated transport scheme in partnership with the Staines Village Residents' and Traders' Association, and to undertake all necessary procedures to deliver the scheme.

REASONS FOR RECOMMENDATIONS:

A useful partnership is emerging between Surrey County Council and the Staines Village Residents' and Traders' Association in the development of the Church Street, Staines-upon-Thames, integrated transport scheme. It is anticipated that the detailed design for the scheme will be agreed over the Summer of 2014. The recommendation is made to enable the Area Team Manager to begin to deliver the scheme without having to revert to a formal meeting of the Local Committee for further approvals.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Local Committee prioritised a feasibility study for Church Street, Staines-upon-Thames, to investigate concerns over traffic speeds within the 20mph Zone, and traffic management issues near Lammas Recreation Ground. It is perceived that the existing 20mph Zone is not having the desired effect of restraining vehicle speeds. Near Lammas Recreation Ground the near continuous line of parked vehicles gives rise to localised congestion and makes it very difficult for vehicles to pass each other in opposite directions.

ITEM 12

- 1.2 Officers have prepared the feasibility report, which suggests a number of possible options to address the concerns. This feasibility report is included at Annexe A.
- 1.3 The feasibility report was provided to the Divisional Member, who in turn passed the report to the Staines Village Residents' and Traders' Association (SVR&TA). The SVR&TA has undertaken public consultation across the affected area. The Divisional Member, representatives of the SVR&TA and officers, have met to discuss the options and the feedback from the public consultation. A way forward has been agreed and the favoured options are now being developed by officers.

2. ANALYSIS:

- 2.1 The feasibility study suggested a range of options to address traffic speed and traffic management issues in Church Street, Staines-upon-Thames, including:
 - Road tables, speed cushions, or similar measures to restrain vehicle speeds;
 - Different combinations of one-way systems to respond to the traffic management issues alongside Lammas Recreation Ground;
 - Pedestrian improvements at the entrance to Lammas Recreation Ground.
- 2.2 The feasibility report is included as Annexe A.
- 2.3 For this scheme there are a number of different combinations of options that would be feasible, and that would address the concerns at hand. The Divisional Member was keen to involve the SVR&TA in the decision making processes, and therefore the feasibility report was duly provided.
- 2.4 Having considered the feasibility report and the options presented, the SVR&TA undertook public consultation across the affected area. The SVR&TA first of all summarised the feasibility report in text and diagrams for presentation to the community. The text of the SVR&TA's summary is included at Annexe B. At the time of writing the diagrams were still available on the SVR&TA's website at www.stainevillage.co.uk. Then the SVR&TA designed a questionnaire to explore the key issues. This was promoted within the community and made available online and in paper format. The results of the SVR&TA's public consultation are included at Annexe C.
- 2.5 A number of key messages emerged from the SVR&TA's public consultation:
 - Residents consider parking for residents to be just as important an issue as vehicle speeds and the traffic management issues described above;
 - There was a strong preference for maintaining two-way traffic throughout Church Street;
 - The majority of respondents would support for traffic calming in the form of road tables or speed cushions between Island Close and Wraysbury Road, but not in other sections of Church Street;

- Residents would welcome pedestrian improvements at the entrance to Lammas Recreation Ground.
- 2.6 A meeting was convened between the Divisional Member, representatives of the SVR&TA, and officers, to discuss the feasibility study, SVR&TA's own suggestions, and the results of the public consultation. It was agreed at this meeting that the following options should be further developed:
- A residents' parking zone;
 - Improved pedestrian crossing facilities at the entrance to Lammas Recreation Ground, possible in combination with a priority-give-way traffic calming feature;
 - Traffic calming in the section of Church Street alongside Lammas Recreation Ground, with passing places introduced to ease traffic movement.
- 2.7 Officers are now developing these options in preparation for further consultation with the SVR&TA before the detailed design is finalised. If the developed options are broadly in line with the community's expectations, no further public consultation would be necessary. In this scenario officers would make arrangements to deliver the scheme.
- 2.8 If the developed options are diverse from the community's expectations, further public consultation may be necessary before the scheme is finalised.

3. OPTIONS:

- 3.1 As detailed in section 2 above and in the Annexes. Officers will continue to work in partnership with the Divisional Member and the SVR&TA to finalise the detailed design for this scheme.

4. CONSULTATIONS:

- 4.1 As described in section 2 above.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The Divisional Member has allocated her entire £55,000 Divisional Allocation to this scheme.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding.

7. LOCALISM:

7.1 The scheme is being developed in partnership with the Divisional Member and the local residents' association.

8. OTHER IMPLICATIONS:

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

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The Church Street, Staines-upon-Thames, integrated transport scheme is being developed in partnership with the Divisional Member and the SVR&TA.

9.2 It is recommended to authorise the Area Team Manager in consultation with the Chairman, Vice Chairman, and Divisional Member to finalise the detailed design for the Church Street, Staines-upon-Thames, integrated transport scheme in partnership with the SVR&TA, and to undertake all necessary procedures to deliver the scheme.

10. WHAT HAPPENS NEXT:

10.1 The Area Team Manager will finalise the detailed design for the scheme in partnership with the Divisional Member and the SVR&TA.

10.2 The Area Team Manager will make arrangements to implement the scheme on site this Financial Year.

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

Consulted: The Divisional Member, the SVR&TA and the local community.

Annexes: 3

Sources/background papers: None.

Church Street, Staines

-Speed Limit Enforcement Measures

Feasibility Report

September 2013

Project Title: **Church Street, Staines**
-Speed Limit Enforcement Measures

Document Title: Feasibility Report

Client Reference: PC0375

Date: September 2013

Prepared By: Print Jean-Pierre Kanyiki
Sign

Checked By: Print Jamie Daly
Sign

Authorised By: Print Michelle Armstrong
Sign

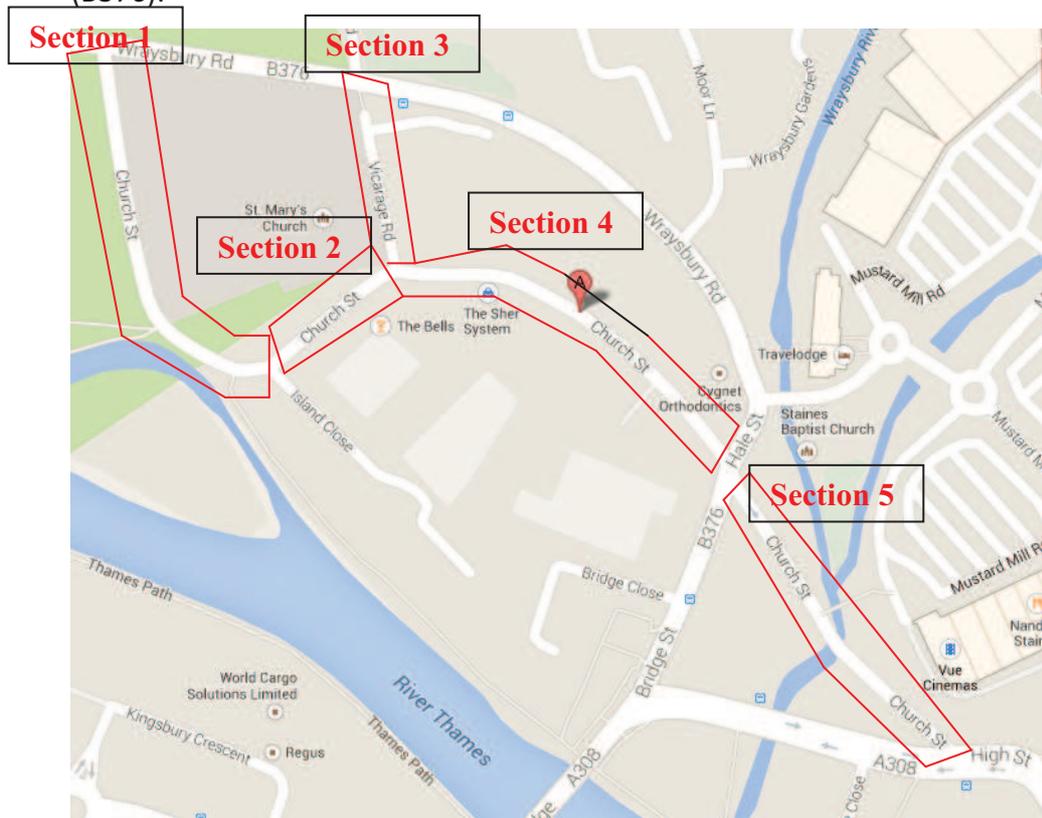
Amendment List

Iss. / Rev.	Iss. / Rev Date	Remove		Insert	
		Page	Iss. / Rev.	Page	Iss. / Rev.

Church Street Staines, Speed Limit Enforcement Measures

1. Background

Church Street is located at the heart of the Staines Town Centre and as a result this road is subjected to a considerable volume of daily traffic. The entire length of the road measures approximately 775 m, connecting High Street and Wraysbury Road (B376).



The north western section of the road (between Bridge Street and Wraysbury Road) is a 20 mph zone. Within this north western section of the road, from the junction with Wraysbury Road (to the North) and Island Close (to the South), Church Street is a narrow two-way road with informal on-street parking on the eastern side of the road. This on-street parking results in drivers from both ends of the road sharing a very narrow running lane.

The south eastern section of the road (between Bridge Street and High Street) is a one way road that can only be accessed from the north (junction with Bridge Street) and the speed limit is 30 mph. There is a weight restriction of 7.5 tonnes on this section of the road.

In January 2013, Spelthorne Local Committee approved the advertisement of double yellow lines within the north western section (as shown on the plan in Appendix A). The proposed double yellow lines have been considered as part of this report.

Site Survey

During site visits carried out on 17 June and on 19 June 2013, various observations were made regarding Church Street.

The north western section of Church Street is a two-way road that can be accessed from Wraysbury Road. It measures 4.3 m wide at this point and gradually gets wider to approximately 8.7 m at the junction with Island Close. There is a double yellow line to the western side of this section of the road starting from the junction with Wraysbury Road down to the location of the bend. With the existing on-street parking, it is impossible to have two vehicles passing side by side, and vehicles have been observed reversing to give way to oncoming traffic. The part of Church Street between Island Close and Vicarage Road also has on-street parking which is known to be causing congestion problems. This section measures on average 4.3 m wide. The section of Church Street joining Vicarage Road (to the west) and Wraysbury Road /Bridge Street (to the east) starts off narrow (at approximately 4.5 m wide) and gradually widens to 11.6 m wide at the bend before narrowing back down to 8.2 m wide at the Bridge Street junction to the east. There is an informal on-street parking on both sides of the road at approximately half its length to the west. The width of the footway along this part of the street generally varies from 1.9 m to 2.7 m wide. The access to the south eastern section of Church Street, which is a one-way road connecting Bridge Street to High Street, measures 3.3 m wide whereas at other sections the width varies from 7.0 m to 8.4 m. This section of the road has on-street parking bays on both sides. At a point approximately 85 m west from High Street, there is a 3.5 m wide road narrowing.

The width of the footway on this part of the street generally varies from 1.2 m to 4.3 m, with a maximum of 5.0 at the narrowed section.

Design Options

The proposed waiting restrictions, as shown in Appendix A, need to be considered in the design of speed reducing measures. If the proposed waiting restrictions were successfully implemented, more space would be available on some parts of this road which may lead to increased vehicle speeds. Whether or not a one-way option is adopted, the wider space available may result in increased traffic speeds. With the concern for enforcing the current 20 mph zone, traffic calming options still need to be considered. For all the options with road humps, the installation of road hump signage (not shown on the drawings) will be needed.

Four outline options have been developed and considered. These are listed below and further described in Table 1.0.

Option 1 – Speed limit enforcement measures (flat top humps) with a one way system and open access to Wraysbury Road from Vicarage Road - Drawing No. 0375-001

Option 2 – Speed limit enforcement measures (flat top humps) with parking restrictions in the 20 mph zone part of church Street- Drawing No. 0375-002

Option 3 – Speed limit enforcement measures (build-outs and speed cushions) with a one way system- Drawing No. 0375-003

Option 4 – Speed limit enforcement measures (build-outs and road humps) with improved pedestrian facilities - Drawing No. 0375-004

Option1 –Drawing No. 0375-001

Section 1: Junction Wraysbury Road and Island Close

New *One way system* with 3 new flat top road humps located near the junctions and approximately 72 m south of the junction with Wraysbury Road. One way signage will be installed at the Wraysbury Road junction along with tactile paving to assist pedestrians crossing. At the southern end, give way and no entry signs, and road marking will have to be installed. The existing double yellow lines on the western side of the road are to remain as they are.

Church Street Staines, Speed Limit Enforcement Measures

The combined effect of the proposed flat top humps and parked vehicles should help enforce the existing 20 mph zone.

Section 2: Junction Island Close and Vicarage Road

No change –Existing two way traffic system and parking arrangements to remain.

Section 3: Vicarage Road

Break open the existing cul-de-sac to allow vehicles to access Wraysbury Road from Vicarage Road. No access from Wraysbury Road will be permitted. However, the existing two way system will be maintained on this road. Also install flat top humps near the junction of Vicarage Road with Wraysbury Road and Church Street.

This option will allow traffic circulation for vehicles to promptly exit Church Street since the northwest part (section 1) is changed to one way system.

Section 4: Junction Vicarage Road and Wraysbury Road / Bridge Street

Introduce a centre line with flat top humps located at approximately one quarter length and at three quarter length of this section of the road. Also install a flat top hump near the junction with Waysbury Road / Bridge Street.

Section 5: Junction Wraysbury Road / Bridge Street and High Street

Install a flat top hump near the junction with Wraysbury Road / Bridge Street.

Option 2 – Drawing No. 0375-002

Section 1: Junction Wraysbury Road and Island Close

Retain the *existing two way system* and install 3 new flat top road humps located near the junction with Wraysbury Road and Island Road, and approximately 72 m south of the junction with Wraysbury Road. This option incorporates the parking restrictions currently proposed by the Parking Team along the eastern side of this section of the road. The proposed parking restrictions will give a wider road width to allow a two way system to function better than it does at Tactile Paving installed at the junction with Wraysbury Road to help pedestrians.

Section 2: Junction Island Close and Vicarage Road

Church Street Staines, Speed Limit Enforcement Measures

Introduces parking restrictions on the northern side of this section of the road as proposed by the Parking team. Existing two way traffic system and cul-de-sac are retained.

Section 3: Vicarage Road

No change –Existing two way traffic system and cul-de-sac are retained.

Section 4: Junction Vicarage Road and Wraysbury Road / Bridge Street

Same as Option 1, but with double yellow lines installed on part of the southern side on this section of the road as proposed by the Parking Team.

Section 5: Junction Wraysbury Road / Bridge Street and High Street

No change – no additional traffic calming installed; keep existing road narrowing, except that give way lining and one way signage will be installed at the junction with Wraysbury Road.

Option 3 –Drawing No. 0375-003

Section 1: Junction Wraysbury Road and Island Close

Install a new *One-way system* with 3 new speed cushions located near the junction with Island Close and approximately 72 m and 145 m north of this junction. The middle speed cushion will be installed to slow traffic approaching towards the newly proposed dropped kerbs at the park entry due to poor visibility. One way signage will be installed at the Wraysbury Road junction along with tactile paving to assist pedestrians crossing. At the southern end, give way and no entry signs, and road marking will have to be installed. The existing double yellow lines will have to be adjusted to fit the newly proposed buildout on the western side of the road.

Section 2: Junction Island Close and Vicarage Road

Introduces parking restrictions on the northern side of this section of the road as proposed by the Parking team. Existing two way traffic system and cul-de-sac are retained.

Section 3: Vicarage Road

No change –Existing two way traffic system and cul-de-sac are retained.

Section 4: Junction Vicarage Road and Wraysbury Road / Bridge Street

Introduce a centre line with speed cushions located at approximately one quarter length and at three quarter length of this section of the road. Also install double yellow lines on part of the southern side on this section of the road as proposed by the Parking team.

Section 5: Junction Wraysbury Road / Bridge Street and High Street

No change – no additional traffic calming installed; keep existing road narrowings, except that give way lining and one way signage will be installed at the junction with Wraysbury Road.

Option 4 –Drawing No. 0375-004

Section 1: Junction Wraysbury Road and Island Close

Install a new footway along this section of Church Street to link the north side of this section to the south side. Also install a new *One-way system* with 3 new flat top humps located near the junction with Island Close and approximately 72 m and 145 m north of this junction. The middle flat top hump will be installed to slow traffic approaching towards the newly proposed pedestrian crossing at the park entry due to poor visibility. One way signage will be installed at the Wraysbury Road junction along with tactile paving to assist pedestrians crossing. At the southern end, give way and no entry signs, and road marking will have to be installed. The existing double yellow lines will have to be adjusted to fit the newly proposed footway on the western side of the road.

Section 2: Junction Island Close and Vicarage Road

Introduces parking restrictions on the northern side of this section of the road as proposed by the Parking team. Existing two way traffic system and cul-de-sac are retained.

Section 3: Vicarage Road

No change –Existing two way traffic system and cul-de-sac are retained.

Section 4: Junction Vicarage Road and Wraysbury Road / Bridge Street

Flat top road hump near the bend and double yellow lines on part of the southern side on this section of the road as proposed by the Parking Team.

Section 5: Junction Wraysbury Road / Bridge Street and High Street

Install a flat top hump near the junction with Wraysbury Road / Bridge Street, with improved one way signage.

Conclusions

Cost-wise, Options 2 and 3 would appear to be the cheapest followed by Option 1 and Option 4, respectively. The budget estimates are as follows:

Option 1: £48000

Option 3: £32000

Option 2: £32000

Option 4: £60000

Option 1 Informal parking in Section 1 is retained. However, the suggestion to break open access from Vicarage Road is likely to be unwelcomed by local residents. Flat top humps are not always popular and the emergency services would need to be consulted.

Option 2 is simple and appears to be one of the cheapest to construct. The downside for this option is the loss of parking space for local road users and the lengthy process involved in the need to apply for waiting restrictions. However, this option retains the existing two way traffic in section 1. As for this option, flat top humps are not always popular and the emergency services would need to be consulted.

Option 3 - This option appears to be similarly priced with Option 2. This Option requires the construction of a footway at the southern part of Section 1. The advantage about this option is that existing parking is retained and as opposed to flat top humps, cushions are likely to be accepted better by motorists and emergency services. Cushions are likely to be cheaper to implement than flat top humps.

Option 4 - This option provides the best improvement to pedestrians' facilities. However, this is the most expensive option of all as it involves a combination of flat top humps, buildouts and possibly some drainage issues in section 1 of Church Street. This option may require new drainage to be installed. Option 4 also results in the loss of parking space on the eastern side of Church Street in Section 1.

ITEM 12

Church Street Staines, Speed Limit Enforcement Measures

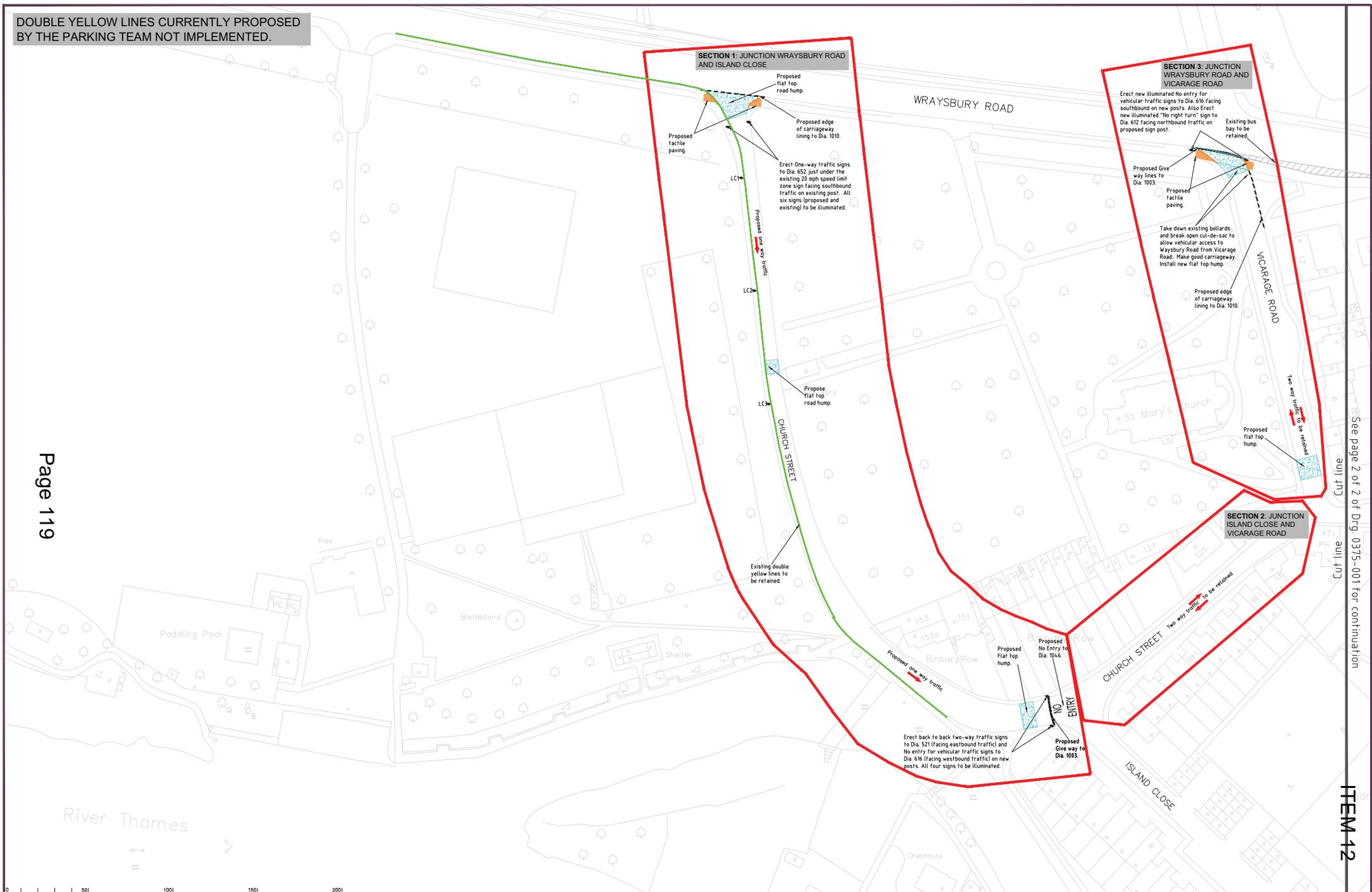


Appendix A: Double Yellow Lines as Advertised By The Parking Team

Appendix B: Design Options CAD Drawings



DOUBLE YELLOW LINES CURRENTLY PROPOSED BY THE PARKING TEAM NOT IMPLEMENTED.



See page 2 of 2 of Dwg. 0375-001 for continuation

ITEM 12

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point	Scale
North	1:500

Drawn by	Sig.	Date	Checked by	Sig.	Date	Approved by	Sig.	Date
JPK	JPK	2-08-20	JD	JD		MA	MA	

Project: Church Street, Staines
 Drawing: Option 1: Speed limit enforcement measures with one way system and open access from Vicarage Road
 SHEET 4 OF 2

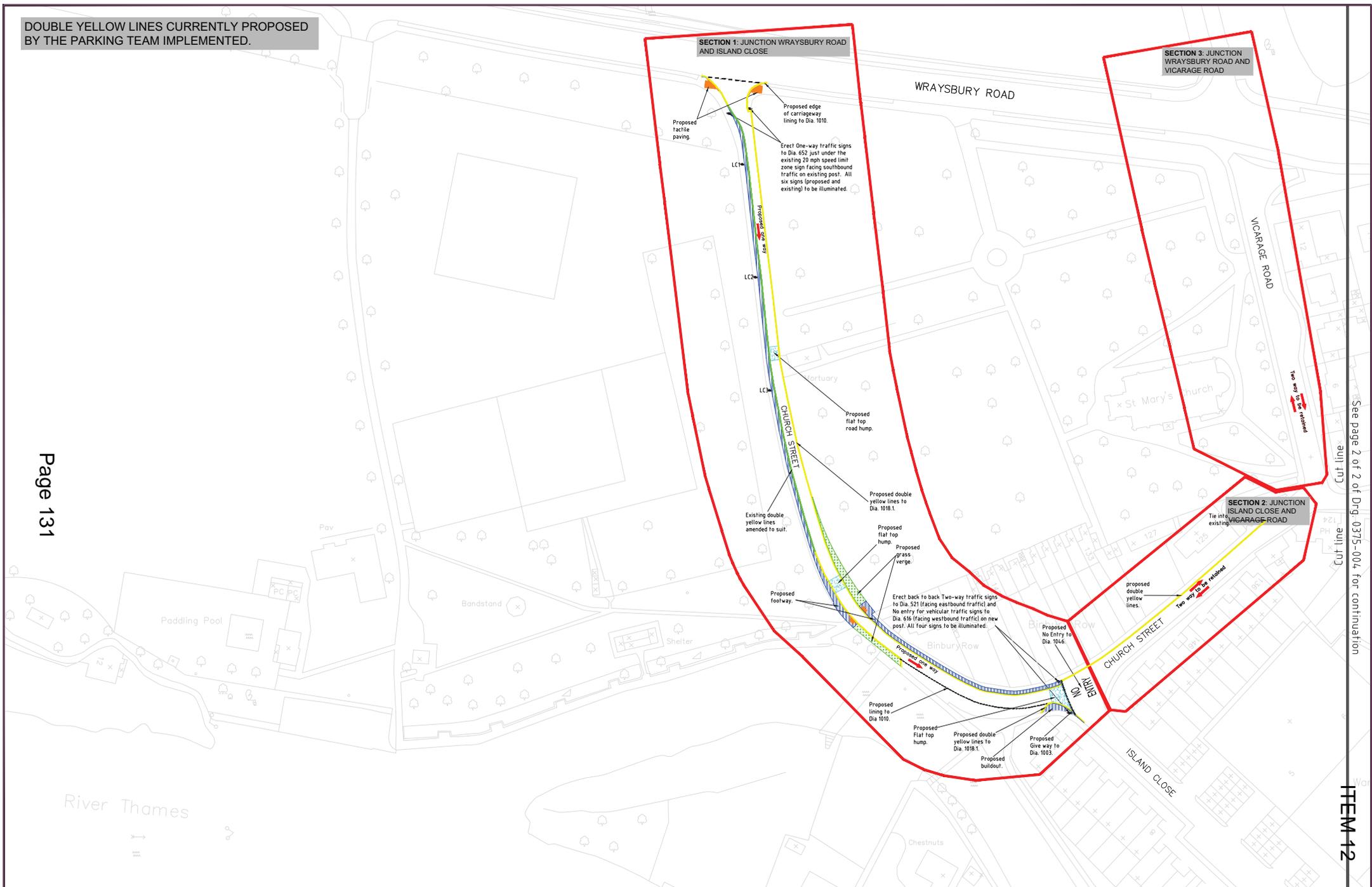


Project No.	PC0375
Contract Sheet No.	0375-001
Drawing No.	0375-001
Rev.	-
Classification	DRAFT

This page is intentionally left blank

This page is intentionally left blank

DOUBLE YELLOW LINES CURRENTLY PROPOSED BY THE PARKING TEAM IMPLEMENTED.



See page 2 of 2 of Drp 0375-004, for continuation

ITEM 12

Notes

0	50	100	150	200
---	----	-----	-----	-----

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

Scale 1:500

North Point

Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or other proceedings. © Surrey County Council LA 076872 2005.

Drawn by	JPK	Sig.	JPK	Date	2-08-2013
Checked by	JD	Sig.	JD	Date	
Approved by	MA	Sig.	MA	Date	

Project: Church Street, Staines

Drawing: Option 4: Speed limit enforcement measures with combined buildouts and road humps

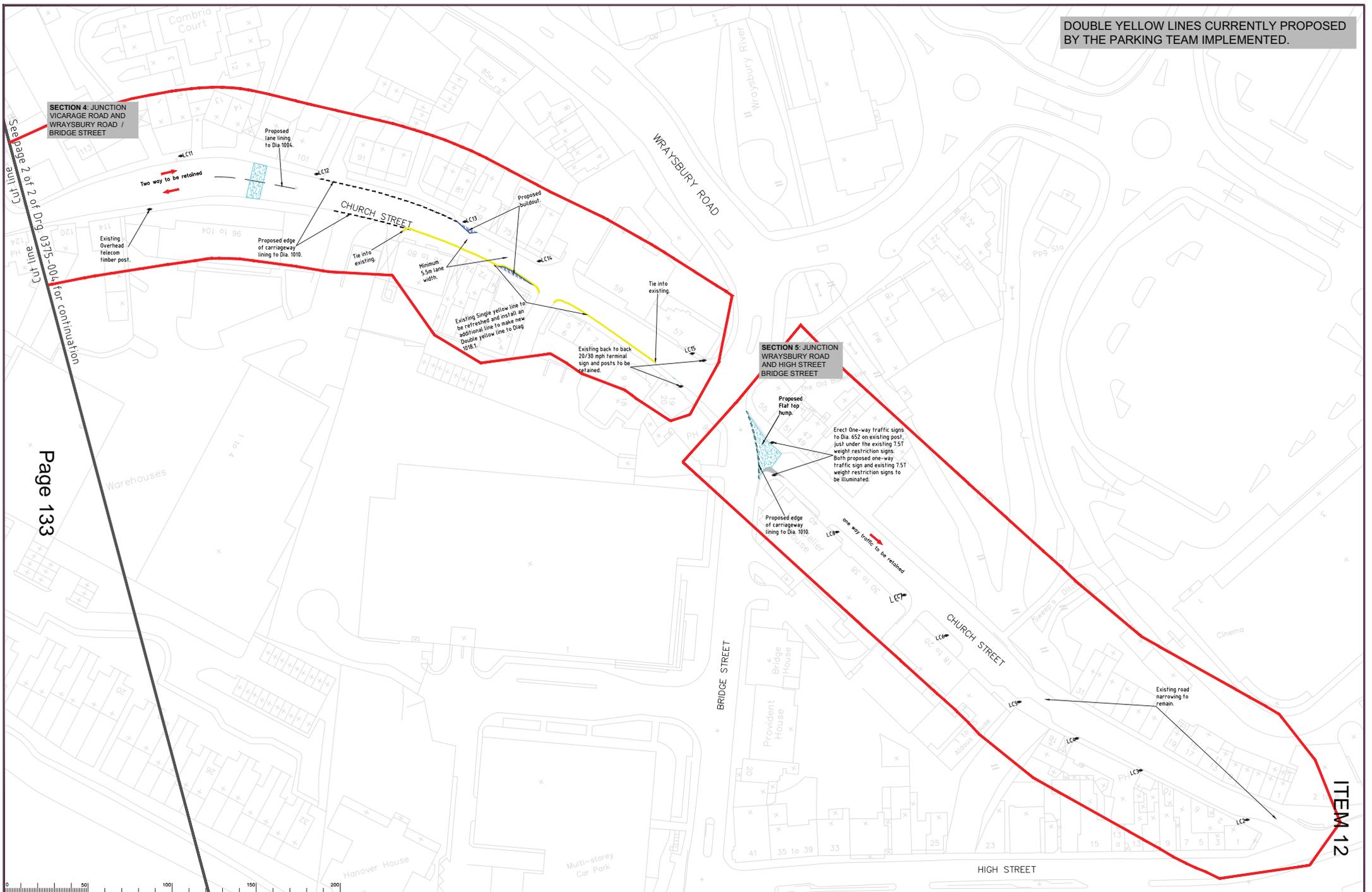
SHEET 1 OF 2



Project No.	PC0375
Contract Sheet No.	0375-004
Drawing No.	0375-004
Rev.	-
Classification	DRAFT

This page is intentionally left blank

DOUBLE YELLOW LINES CURRENTLY PROPOSED BY THE PARKING TEAM IMPLEMENTED.



See page 2 of 2 of Dwg 0375-004 for continuation

Page 133



Notes

Rev	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point

Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office. Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or other proceedings. Surrey County Council LA 076872 2005.

Drawn by	JPK	Sig.	JPK	Date	2-08-2010
Checked by	JD	Sig.	JD	Date	
Approved by	MA	Sig.	MA	Date	

Project	Church Street, Staines
Drawing	Option 4: Speed limit enforcement measures with combined buildouts and road humps

Project No.	PC0375
Contract Sheet No.	0375-004
Drawing No.	0375-004
Rev.	-
Classification	DRAFT

ITEM 12

Scale 1:500

SHEET 2 OF 2

This page is intentionally left blank

Annexe B**Traffic Management & Parking proposals for Staines Village**

For some years past, SV residents have expressed concerns and sought solutions to a variety of traffic issues in the area. These have included provision of adequate residents' parking, congestion at the Lammas Park end of Church St, control of speed of through traffic and entry/exit routes from the SV area.

During 2013, Surrey County Council carried out a survey and feasibility study designed to address two of these issues namely Church St congestion and speed control. They produced for residents' consideration four proposals which are detailed below. They also invited residents to put forward their own concerns and solutions. The SV Residents Committee, through its traffic and parking sub-committee, has produced its own proposals which are also detailed below.

The SV Committee now seeks to get residents' views on all these proposals so that discussions with Surrey CC can be based on an understanding of the whole community's requirements.

Can you please therefore take time to study these proposals and then give your views on them by completing the questionnaire and returning it to 18 Island Close.

Staines Village committee proposals

In summary, the committee's proposals are:

1. In the part of Church St between Wraysbury Rd and the park entrance, to create passing places by adding short stretches of double yellow lines on the churchyard side of the road.
2. To install a raised paved area at the entrance to the park to calm traffic entering the Village.
3. To seek a "residents only" parking restriction for 2 to 3 hours per weekday in appropriate parts of the Village between Bridge St and the entrance to Lammas Park.

The thinking behind these proposals is as follows:

1. It is agreed that the issue of congestion at the western end of Church St when the "free" parking area is occupied is a problem which has to be addressed. The Surrey CC proposals involve either a one way system along that stretch or maintenance of two way but with full parking restrictions. The Village committee view is a one way system would encourage higher speeds (especially since traffic is entering from Wraysbury Rd) and that the two way system would deny a much needed parking facility to outsiders which would put more pressure on parking space in the rest of the Village.

ITEM 12

The SV proposal is that two passing places be created by the introduction, on the churchyard side of the road, of two stretches of double yellows, each about 20 metres long, the first starting 30 metres from the last house and the second 100 metres from it. A short stretch of double yellows should also be installed at the Wraysbury Rd entrance to Church St.

Allowing cars to continue parking in this part of Church St would continue the speed restriction impact. Providing adequately spaced passing places should eliminate congestion and road rage incidents, especially if combined with the giving of priority to traffic from a particular direction.

2. The committee is not convinced by either the effectiveness of road humps or their visual/environmental impact in the context of SV. We do however see a good case for some calming measure in Church St at the entrance to Lammas Park.

There is a lot of anecdotal evidence to suggest that even with the calming effect of parked cars, traffic travelling from Wraysbury Rd into Church St can get to dangerously high speeds at the park gates where the road both widens and bends quite sharply. There is obvious danger to pedestrians leaving and entering the park and residents manoeuvring their own cars at this point are endangered.

We believe that a raised paved area at the park entrance would satisfactorily address this issue.

3. Inadequate road parking for SV residents has for many years been a major problem. As the amount of "free" public parking has diminished (the introduction of charging in Lammas Park being just one example) the pressure on the few remaining areas has significantly increased. The SV residents particularly affected are those with no off road parking at all (notably those on Church Island and in older properties in Church St) and those in Island Close whose off road parking is very limited and inadequate for their needs.

The external pressure on parking comes from a number of sources. Most significant is the use of our streets by local workers on weekdays throughout the year. Summer brings extra pressure from park users who don't want to pay the parking charges there and from time to time we see people using the airport (which can easily be reached by bus from SV) using SV as a free long term car park.

Residents parking arrangements of the type now in place in the Moormede estate and elsewhere in Staines do not seem to us to be appropriate for SV. Typically they allow only residents to park throughout weekdays and this seems unnecessarily restrictive in SV where a number of local businesses would be adversely affected if their customers could not park close by.

We therefore propose a Residents Parking Scheme in which road parking throughout the Village (excluding the western end of Church St by the park and the eastern end between Bridge St and High St) would be restricted to residents only for a small number of hours per weekday (eg between 8.00 and 11.00). We believe this would

discourage local workers and airport users and secure adequate road parking for those residents who need it.

Satisfactory assurances would have to be given about the availability of residents parking permits, especially in those cases where residents might have access to some off road parking.

Surrey CC proposals – option 1

The key features of this option are:

- One way traffic between Wraysbury Rd and Island Close, the permitted direction of flow being from Wraysbury Rd.
- The cul-de-sac at the end of Vicarage Rd to be broken open to allow traffic to enter Wraysbury Rd but not to allow access from there. Vicarage Rd otherwise to remain two way.
- Parking restrictions to remain unchanged.
- Flat top humps to be placed at most junctions and at intervals in Church St between Vicarage Rd and Bridge St.

Objectives:

- Improved traffic flow at western end of Church St.
- No loss of “free” parking.
- Speed control.

Surrey CC proposals – option 2

Key features are:

- Existing two way traffic system retained.
- Double yellow lines introduced along the eastern and northern stretch of Church St between Wraysbury Rd and Vicarage Rd.
- Cul-de-sac retained in Vicarage Rd.
- Flat top humps in Church St between Vicarage Rd and Bridge St and between Wraysbury Rd and Island Close.

Objectives:

- Improved traffic flow at western end of Church St but loss of “free” parking in this area.
- Speed control.
- Cheap to implement.

Surrey CC proposals – option 3

Key features are:

- One way traffic between Wraysbury Rd and Island Close, the permitted direction of flow being from Wraysbury Rd.
- Double yellow lines to be introduced in Church St on north side between Island Close and Vicarage Rd and on stretches of south side between Business Park and Bridge St .
- No change in parking restrictions between Island Close and Wraysbury Rd.
- Cul-de-sac retained in Vicarage Rd.
- Speed cushions in Church St between Vicarage Rd and Bridge St and between Wraysbury Rd and Island Close.

Objectives:

- Improved traffic flow at western end of Church St.
- No loss of “free” parking.
- Speed control.
- Cheap to implement.

Surrey CC proposals – option 4

Key features:

- One way traffic between Wraysbury Rd and Island Close, the permitted direction of flow being from Wraysbury Rd.
- Footway to be installed on park side of Church St between park entrance and Wraysbury Rd.
- Double yellow lines to be introduced on parts of Church St between Island Close and Wraysbury Rd.
- Double yellow lines to be introduced in Church St on north side between Island Close and Vicarage Rd and on stretches of south side between Business Park and Bridge St .
- Cul-de-sac retained in Vicarage Rd.
- Flat top humps in Church St between Vicarage Rd and Bridge St and between Wraysbury Rd and Island Close.
- Flat top hump at junction of Bridge St and eastern end of Church St.

Objectives:

- Improved traffic flow at western end of Church St but loss of “free” parking in this area.
- Improved pedestrian facilities near park.
- Speed control.



Traffic Management & Parking Survey Results

Introduction:

On 29th April 2014, Staines Village Residents & Traders Association - Traffic & Parking sub-committee presented at the Staines Village Annual General Meeting a document outlining four (4) Surrey County Council proposals plus one (1) SVR&TA proposal in answer to the villagers concerns on a variety of traffic issues in Staines Village area.

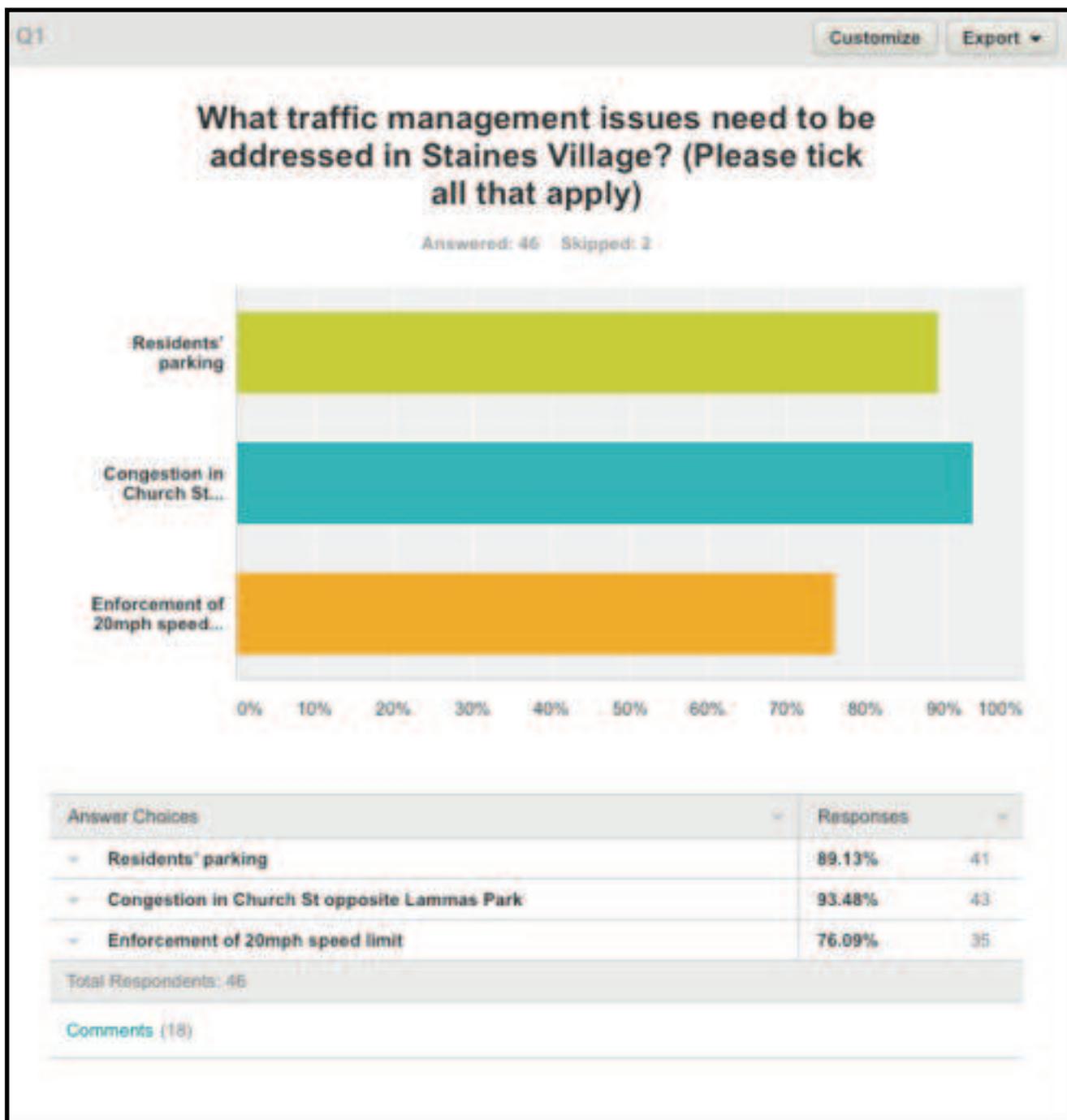
Within this presentation, was a questionnaire asking for residents to complete and return to the Traffic and Parking sub-committee or complete an online version of the same via the Staines Village website.

The information in this report provides a summary of the responses received by the closing date of 10th May 2014.

Summary:

- **Total of 49 responses received**
- 48 out of 49 total surveys are included in the results (1 survey had “xxx” for name & “999” for address and has been removed from the results)
- 40 surveys were completed online and 8 surveys were completed on paper
- Following is a breakdown by street for the survey results:
 - 4 surveys returned by residents identifying themselves from Church Island
 - 23 surveys returned by residents identifying themselves from Island Close
 - 2 surveys returned by residents identifying themselves from Vicarage Road
 - 2 surveys returned by residents identifying themselves from Cambria Court
 - 18 surveys returned by residents identifying themselves from Church Street

Question 1 Analysis : (multiple choice & comment)

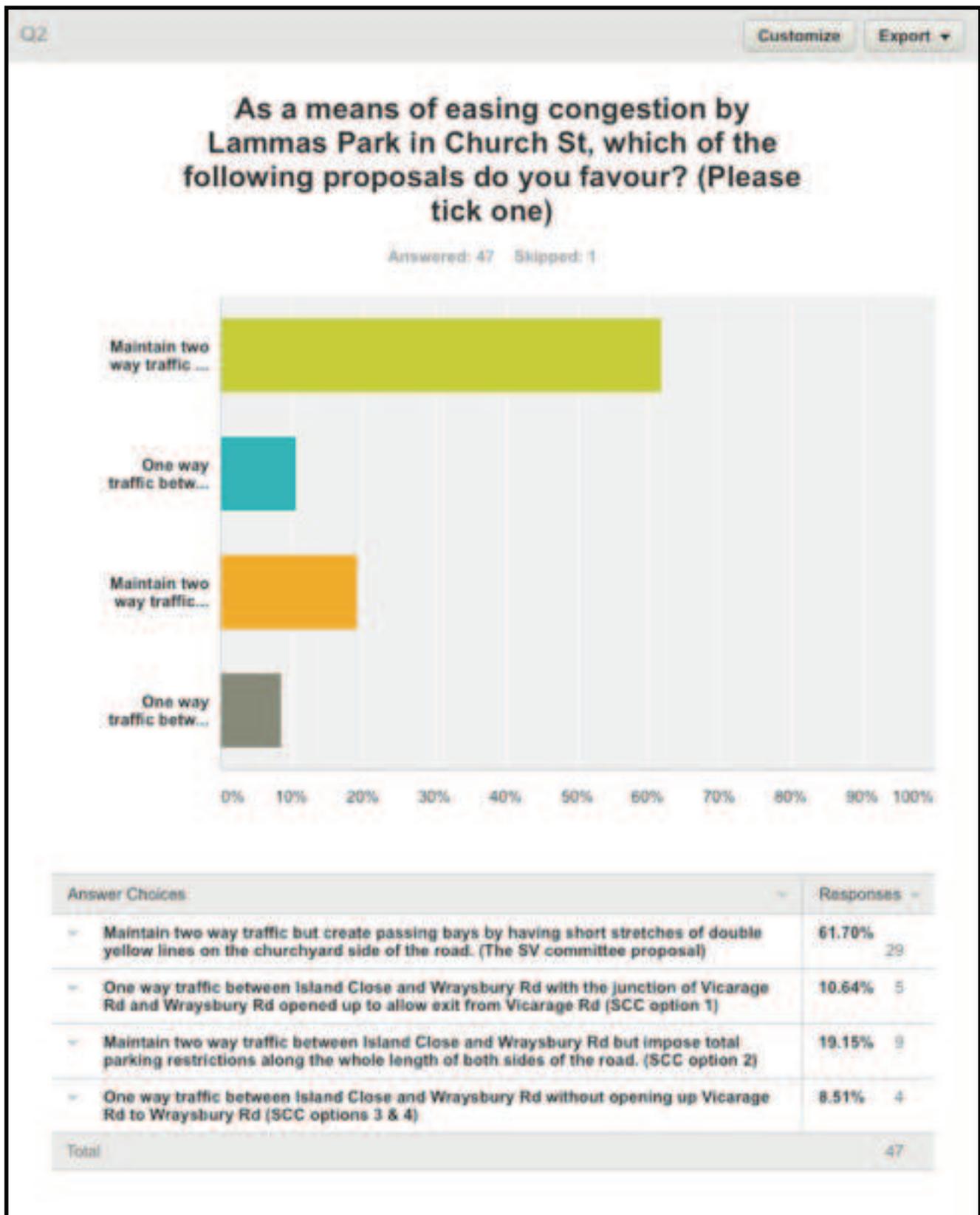


Comments received in this question :

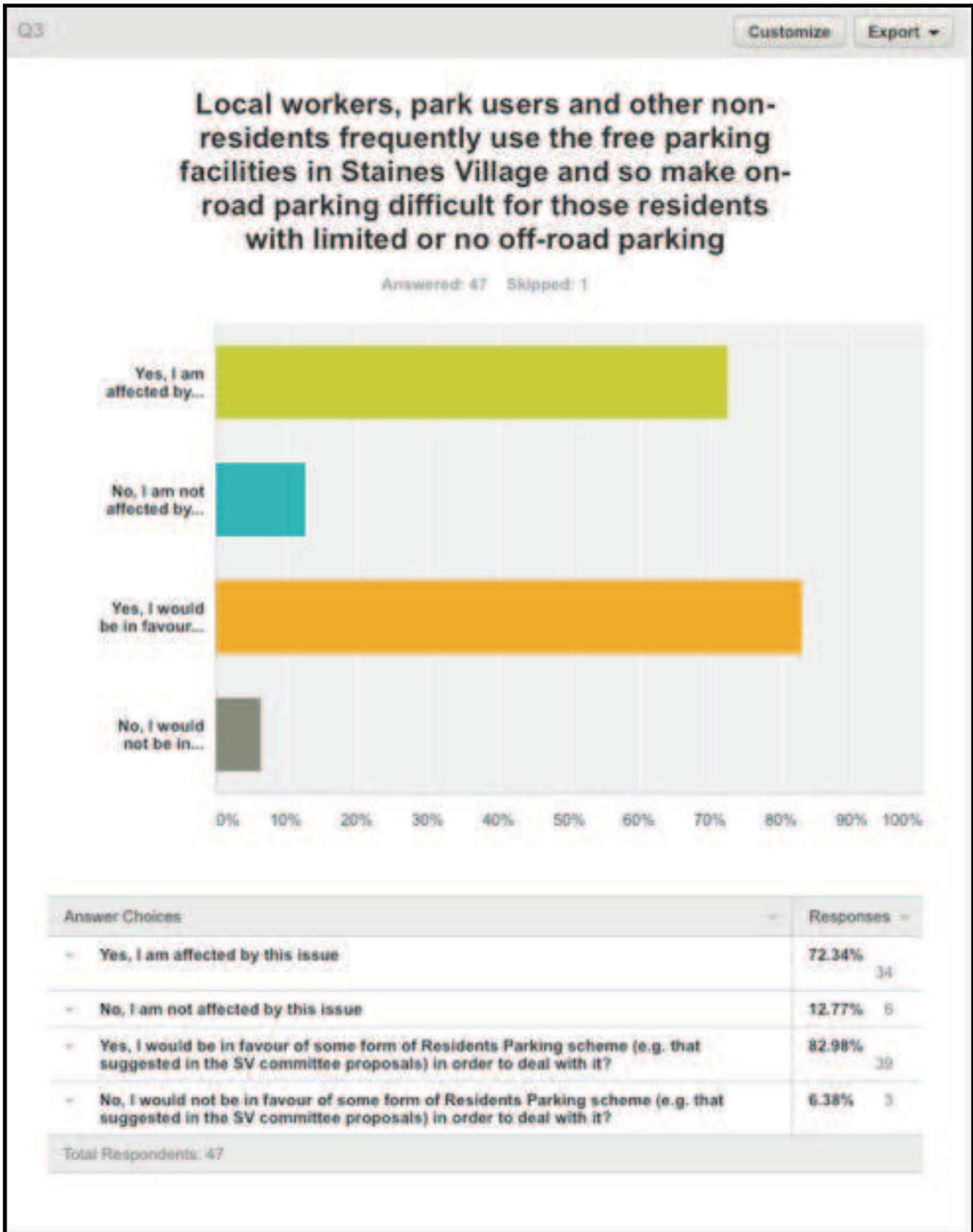
1. No waiting restrictions in Church Street between Staines Business Park and Bridge Street - already gone to public consultation and implemented
2. improve walkway for pedestrians between towpath and park
3. footpath near entrance to Lammas park on Church Street
4. pedestrian safety along side of Lammas Park. When lower gate is locked people walk round to the main gate - this is very dangerous with no pavement, parked cars and speeding traffic.

5. exit from park to church street needs control to avoid running into road
6. A loading bay located at bottom of steps to Church Island for Island residents
7. Creation of pedestrian priority area between the end of the towpath and the entrance to the Lammas.
8. The wide part of church street shortly after turning in by the bells pub encourages rush hour commuters to speed. Example friday 9th May @ 17:00 a green Astra exceeding the limit and in the centre of the wide section caused me to pull over and still worry about being hit head on.(on route to Island Close home)
9. Potholes and the left turn into Church Street after 2 Vicarage Rd (oppo pub) - right hand coming traffic does NOT stop to let anyone turning left, pass....
10. i have a couple of ideas i'll send through in a separate email
11. None
12. Road humps at the park gate - Church Street
13. pinch points to be incorporated with any final option
14. Congestion & parking along the entirety of Church Street
15. Parking on pavement in Island Close
16. Parking on the private property lay by in front of 87-91 Church street
17. Non residents parking (especially on pavement) in Island Close making it difficult for Fire, Ambulance access
18. Parking at the entrance to Church St (Lammas end).

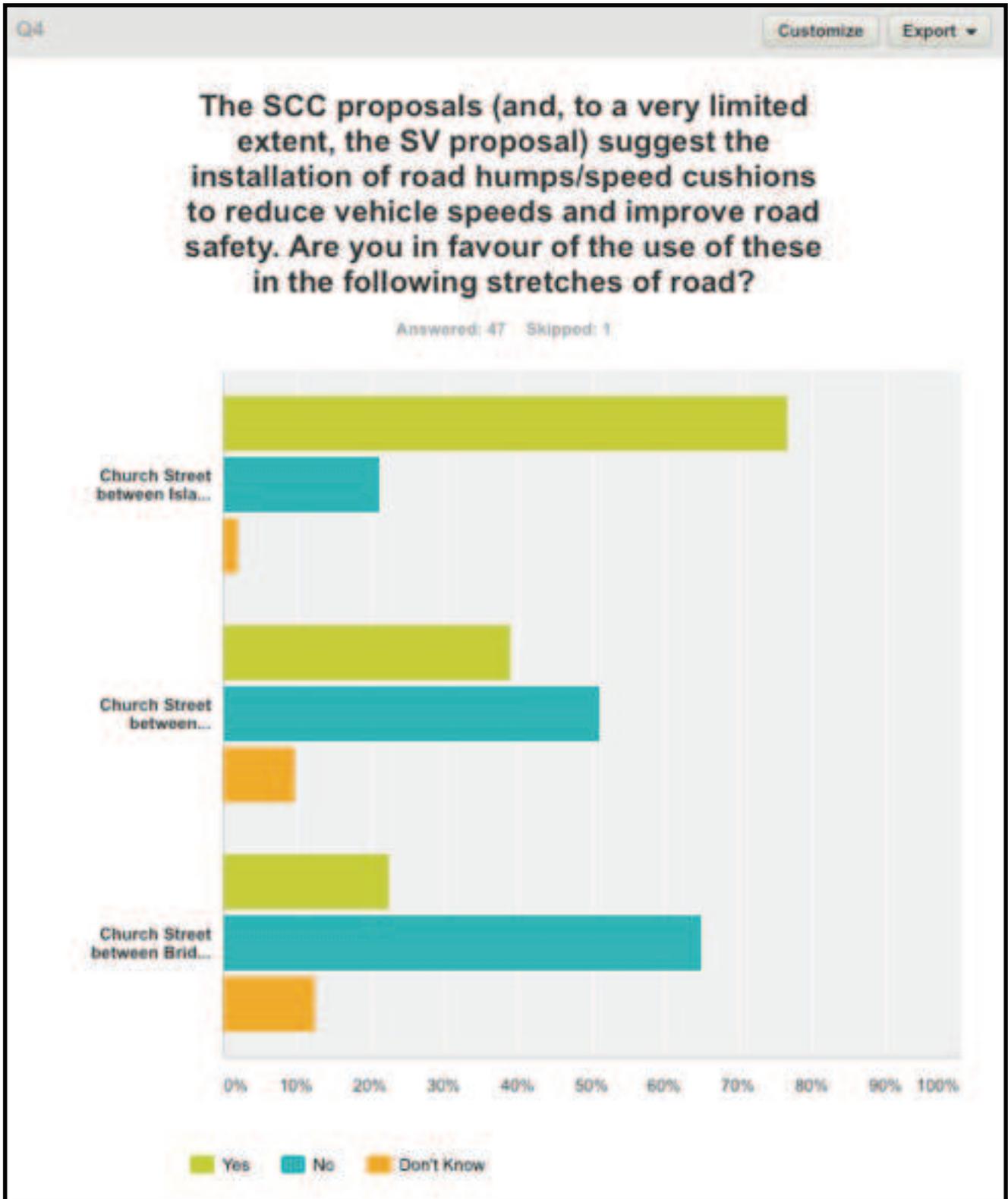
Question 2 Analysis : (single choice)



Question 3 Analysis : (multiple choice)



Question 4 Analysis : (multiple choice)



Additional analysis provided on the next page

	Yes	No	Don't Know	Total
Church Street between Island Close and Wraybury Road	76.60% 36	21.28% 10	2.13% 1	47
Church Street between Vicarage Road and Bridge Street	39.02% 16	51.22% 21	9.76% 4	41
Church Street between Bridge Street and High Street	22.50% 9	65.00% 26	12.50% 5	40

This page is intentionally left blank

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (SPELTHORNE)**

DATE: 30 JUNE 2014
LEAD OFFICER: SIMON MITCHELL
MAINTENANCE PLAN TEAM LEADER

SUBJECT: REVIEW OF WINTER SERVICE ARRANGEMENTS

DIVISION: ALL

**SUMMARY OF ISSUE:**

Surrey undertakes an annual review of the Winter Service at the end of each winter season, including the effectiveness of network coverage, operational improvements, organisational changes and partnership working arrangements. This report seeks the views of the Spelthorne Local Committee on the delivery of the Winter Service operations in the 2013/14 season, to feedback into the annual review.

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

- (i) Consider the current Winter Service provision and operations in their area and provide feedback, via their Local Committee Chairman, on any change requests.

REASONS FOR RECOMMENDATIONS:

To give the Spelthorne Local Committee the opportunity to provide feedback into the annual review of Winter Service operations.

1. INTRODUCTION AND BACKGROUND:

- 1.1 At the meeting on 24 September 2013 Cabinet recommended that each Local Committees should be consulted on the delivery of Winter Service operations following the 2013/14 season. In order to do this an item should be included on the spring agenda for members to provide feedback into the annual review

2. ANALYSIS:

- 2.1 After the severe winter event in 2012/13 we have been experiencing a change in the weather pattern recently with wintry weather being replaced by rain, winds and floods.
- 2.2 The situation has nevertheless continued to be challenging with the ground saturated, regular river flooding, standing water in many places and seepage leading to the high probability of ice forming during cold periods. By the end of the season Kier had completed 44/59 precautionary salting runs in the east/west of the county respectively which is comparable to an "average" (52 runs per season) Surrey winter. Salt supplies have regularly been replaced

throughout the winter period in accordance with Cabinet's agreed recommendations.

- 2.3 With an unusually large number of grit bin replacements combined with new requests (246) the response has not always been timely. Mid season this response was further affected by the diversion of resources onto the storm response and recovery operation. We are working with Kier to learn lessons from this year to ensure grit bins can be placed on the highway within a reasonable timescale and that we have sufficient resilience to manage the numbers required.

3. DISCUSSION:

3.1 As the revised Winter Service is now fully operational only the following small number of improvement areas will form part of this year's review:

- The precautionary salting network will generally remain the same as in 2012/13 with only minor alterations resulting from the implementation of the new Surrey Priority Network (SPN) and subject to any comments from local members, residents and officers.
- Snow clearance schedules for pavements will be reviewed against the new maintenance hierarchy on completion of the Footway Network Survey in July.
- Opportunities for further partnership working arrangements will be explored with Parish and Town Councils enabling them to provide volunteers for pavement clearance in towns and villages that are not currently covered by the District and Borough arrangements. A number of parishes are already participating in Tandridge, Mole Valley, Waverley and Surrey Heath.
- There will be a review of the existing semi permanent ice warning signs on the network.
- There will be an update on the trial of alternative vehicles used on hills, narrow routes and estate roads.

4. CONSULTATIONS:

Gritting Routes

4.1 Further route optimisation of the P1 precautionary salting network, which was first approved three year ago to provide a 'people solution', has resulted in continuous improvements to performance.

4.2 Where the need for further minor changes is identified the Local Committee is able to accommodate this on a 'like for like' basis provided it does not impact on the strategic gritting network.

Grit Bins

4.3 The current grit bin purchase scheme allows members, through their local allocation, residents and local community groups to purchase a stocked grit bin for four years at a cost of £1,040 (plus the agreed contract price 3.3% adjustment for 2014/15).

4.4 Any existing grit bin that has been damaged and scores less than 100 points through the approved process will be removed from the network at the end of the 2013/13 winter season. However, as previously agreed, members will be

advised of each site so that they can consider the need for a priority replacement independently funded on a four year basis.

Farmers

- 4.5 In order to support the Council's snow clearance and gritting response during times of severe winter weather, 51 local farmers have been contracted to provide additional assistance and resilience.
- 4.6 In much of the county, especially the rural south, adequate farmer support is currently identified. However, there is a need to enhance the current capability in Surrey Heath, Woking, Runnymede, Elmbridge and Epsom and Ewell so it is hoped the Local Committees in these areas may be able to assist with recommendations for addition resources.
- 4.7 Following the recent severe weather and flooding it is now proposed to review existing contractual arrangements with all farmers and enable them to respond to these events and deal with fallen trees and embankment slips etc. in their locality.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The Winter Service will be fully funded by Surrey Highways Medium Term Plan and no financial contribution is required from the local committee budget.
- 5.2 It is, however, recognised that members and communities have the ability to fund additional grit bins on the network.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 An equalities and diversity impact assessment is in place for the winter service. The winter service priority is, as far as is reasonably practicable, to safeguard the movement and well-being of all Highway users, both the residents of Surrey and those passing through the County.
- 6.2 The recommendations in this report will have no material impact on existing equality policy so the need to complete a full assessment was not considered necessary.

7. LOCALISM:

- 7.1 The Highways Service is mindful of the localism, remains committed to "self help" and community lead opportunities for winter service provision and assistance. Local Committee have the flexibility to influence minor changes to the salting network and promote further engagement with volunteer groups to assist during severe weather events etc.

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	No significant implications arising

Children	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 Committee is asked to provide feedback on the 2013/14 winter service, and any proposed changes to the salting network locally. Change request and comments will be taken into account prior to the annual winter service plan being submitted to the County Council's Cabinet for approval in September.

10. WHAT HAPPENS NEXT:

10.1 The annual review will consider opportunities for continuous improvement following the 2013/14 winter season and reflect feedback received from members through their Local Committee Chairman. The proposed engagement timetable is as follows:

End of season wash up meetings – Local Highway Service Teams, Service Provider, Operations and Asset Planning	March - April
Task Group Review Meeting (including progress on the 2013/14 recommendations)	April
Local Committee Chairmen advised of any changes to salting network	May - July
Environment & Transport Select Committee – Winter Service Report & Plan	September
Cabinet – Winter Service Report & Plan	September
Local Committees – Update on winter service arrangements	Autumn meetings
Winter service information pack and communications campaign	September onwards
Stakeholder and Local Committee feedback on winter service (Agenda item to be included on spring round of Local Committees)	Oct - March

Contact Officer:

Simon Mitchell, Maintenance Plan Team Leader, Tel, 03456 009 009

Consulted: David Harmer Chairman E&TSC
E&TSC Winter Service Task Group Members
Kier

Annexes: None.

Sources/background papers:

Report of the Task Group to the Cabinet – 24th September 2013
Winter Service Development for 2013/14

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SPELTHORNE)

DATE: 30 JUNE 2014
 LEAD OFFICER: YVETTE ORTEL
 COMMUNITY PARTNERSHIP & COMMITTEE OFFICER
 (SPELTHORNE)
 SUBJECT: REPRESENTATION ON TASK GROUPS & OUTSIDE BODIES
 DIVISION: All

**SUMMARY OF ISSUE:**

The Local Committee is represented on some task groups and outside bodies within Spelthorne.

This report seeks the appointment of Members to the various groups as the County Council's Local Committee representative, during the current municipal year.

RECOMMENDATIONS:

The Local Committee (Spelthorne) is asked to agree that:

- i) Members be appointed to the outside bodies, partnerships and task groups listed in this report.
- ii) Members be allowed to bring update reports from those bodies and partnerships to the Committee, when relevant.
- iii) The terms of reference of the Youth Task Group and the Parking Task Group, as in Annexe A, are agreed.
- iv) The Education Action Group agrees its terms of reference when it next meets.

REASONS FOR RECOMMENDATIONS:

The purpose of this report is to enable the Local Committee to be represented on relevant task groups, outside bodies and partnerships and for Committee members to be able to report back to the Local Committee when appropriate.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Local Committee can appoint Members to various task groups, outside bodies and partnerships. To enable Members to report progress on the

activities in which they are involved on behalf of the Local Committee, it was previously agreed that update reports be made when relevant.

This item is for decision.

2. ANALYSIS:

- 2.1 The membership of outside bodies will be reviewed and agreed by the Local Committee annually. The proposed terms of reference for the task groups are in Annexe A of this report. The Committee is asked to make appointments to the outside bodies and task groups as listed in paragraphs 2.2 to 2.7.
- 2.2 Spelthorne Together (Local Strategic Partnership)
The LSP Executive monitors overall progress towards the Community Plan and receives information from and disseminates information to the partnership groups. It meets every six months for a half-day workshop style meeting. The Community Partnership and Committee Officer is a member of the LSP Executive.
It is proposed that the Chairman Mr Richard Walsh (County Councillor) be re-appointed to the LSP Executive and the Vice Chairman Mrs Denise Saliagopoulos (County and Borough Councillor) be re-appointed as Deputy to attend in his absence.
- 2.3 Community Safety Partnership: Spelthorne Safer Stronger Partnership Board (SSSP). This is a statutory Board. The Community Partnership and Committee Officer is a member of the Board.
It is proposed that the Chairman Mr Richard Walsh (County Councillor) be re-appointed to the SSSP and the Vice Chairman Mrs Denise Saliagopoulos (County and Borough Councillor) be re-appointed as Deputy to attend in his absence.
- 2.4 Spelthorne Together Local Strategic Partnership (LSP) Thematic Sub Groups
i) Health and Wellbeing Group:
It is proposed that Mrs Carol Coleman (County Councillor) be re-appointed to this group.
- ii) Children and Young People Group
It is proposed that Mr Richard Walsh (County Councillor) be re-appointed to this group and Mr Ian Beardsmore (County and Borough Councillor) be re-appointed as deputy to attend in his absence.
- iii) Environment and Economic Development Group
This group has three strands, each with their own Chair and a Spelthorne Borough Council Cabinet member: Economic Development; Environment and Planning; Skills, Education and Training.
It is proposed that Mr Robert Evans (County Councillor) be re-appointed to this group.
- 2.5 Youth Services Task Group
The Youth Services Task Group (known as the Youth Task Group) was established to assist and advise the Local Committee in relation to youth issues and the future delivery of Youth Provision locally.

The Youth Task Group will contain (four) appointees from the Local Committee - (two) County and (two) Borough Councillors*. It will also contain the Neighbourhood Police Inspector, two officers from the County Council, two officers from the Borough Council and a representative from the voluntary sector. All full members have an equal say in Youth Task Group matters when making recommendations to the Local Committee.

*The Chairman of the Local Committee can use his/her discretion to accept the two Borough Council nominations from the Borough Council Leader for councillors who are not on the Local Committee.

In addition, the Youth Task Group can invite up to four young people from the borough, all with equal status. The Youth Task Group may also consult with other relevant members of the Local Committee.

The Youth Task Group can respond to an officer report and submit its own report to the Local Committee.

The Youth Task Group's terms of reference and membership will be reviewed and agreed by the Local Committee annually. The proposed terms of reference for the group are in Annexe A of this report.

It is proposed that Mr Richard Walsh (County Councillor) and Mr Ian Beardsmore (County and Borough Councillor) be re-appointed and Borough Councillors Mrs Penny Forbes-Forsyth and Mrs Vivienne Leighton be re-appointed to this group.

2.6 Parking Task Group

The Parking Task Group will contain (four) appointees from the membership of the Local Committee - (two) County and (two) Borough Councillors* and officers from both authorities.

**The Chairman of the Local Committee can use his/her discretion to accept an additional Borough Council nomination from the Borough Council Leader, for a councillor who is not on the Local Committee.

The Task Group's terms of reference and membership will be reviewed and agreed by the Local Committee annually. The proposed terms of reference for the group are in Annexe A of this report.

It is proposed that Mrs Denise Saliagopoulos (County and Borough Councillor) current chairman of the Parking Task Group and Mrs Carol Coleman (County Councillor), Mr Tim Evans (County and Borough Councillor) and Borough Councillors Mr Robert Watts and Mr Mark Francis be re-appointed to this group.

2.7 Education Action Group

The Education Action Group will contain (three) appointees from the membership of the Local Committee - (one) County and (two) Borough Councillors* and officers from Surrey County Council and Spelthorne Borough Council. It will also contain other adopted members, including from Spelthorne schools. The Action Group will also decide on sub-groups; membership to be decided by the Local Committee Chairman.

ITEM 15

**The Chairman of the Local Committee can use his/her discretion to accept a Borough Council nomination from the Borough Council Leader, for a councillor who is not on the Local Committee.

It is proposed that Mr Richard Walsh (County Councillor), Mrs Jean Pinkerton (Borough Councillor) and Mr Alfred Friday (Borough Councillor) be appointed to this group.

3. OPTIONS:

- 3.1 The option is to appoint a representative to the outside bodies and task groups or not to appoint.

4. CONSULTATIONS:

- 4.1 Local Members have been consulted.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The appointments if made will be met from existing resources and there are no financial and value for money implications.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 Equalities issues are considered within individual groups and specific considerations of high priority will be reported to the Local Committee.

7. LOCALISM:

- 7.1 By appointing Local Members on the outside bodies and task groups the aims of the Localism Act will be facilitated.

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 purpose of this report is to enable the Local Committee to be represented on relevant task groups, outside bodies and partnerships and for

Committee members to be able to report back to the Local Committee when appropriate.

10. WHAT HAPPENS NEXT:

- 10.1 If Members are appointed to the outside bodies, partnerships and task groups listed in this report, they will be able to represent the Local Committee and bring update reports from those bodies and partnerships to the Committee, when relevant.

Contact Officer:

Yvette Ortel

Community Partnership & Committee Officer (Spelthorne)

Tel : 01932 795120; email: yvette.ortel@surreycc.gov.uk

Consulted:

Local Members have been consulted.

Annexes:

Annexe A: Terms of Reference

Sources/background papers: None

This page is intentionally left blank

ANNEXE A

LOCAL COMMITTEE (SPELTHORNE) TASK GROUPS: TERMS OF REFERENCE

GENERAL

1. The Local Committee will annually (at the first formal meeting after the beginning of the municipal year):
 - review the operation of any Task Groups which have been in place over the previous year
 - agree which Task Groups to establish for the current year
 - determine the membership of each Task Group
2. Task Groups exist to advise the Local Committee and will:
 - unless otherwise agreed, meet in private
 - unless otherwise agreed, treat as confidential any documentation made available for discussion
 - develop an annual work programme
 - formally record actions
3. Members of Task Groups will be given an opportunity at each meeting to declare relevant personal or prejudicial interests.
4. Recommendations to the Local Committee will be supported by a summary of the reasoning behind a Task Group's position and reflect any professional advice of officers.

Terms of Reference: Parking Task Group

1. The Task Group will contain (four) appointees from the membership of the Local Committee - two County and two Borough Councillors* and officers from both authorities.
2. The Task Group will make recommendations on any issues with regard to waiting and loading restrictions to the Local Committee.
3. The Task Group will make recommendations to the Local Committee on the way forward on Controlled Parking Zones.
4. The Task Group will keep under review the agreement with the Borough Council as required.

*The Chairman of the Local Committee can use his/her discretion to accept an additional Borough Council nomination from the Borough Council Leader, for a councillor who is not on the Local Committee.

www.surreycc.gov.uk/Spelthorne

Terms of Reference: Youth Task Group

Objective:

The Local Committee agreed on 11th July 2011 that a Youth Services Task Group was established, to assist and advise the Local Committee in relation to youth issues and the future delivery of youth provision locally.

Membership

The Task Group will contain four appointees from the Local Committee - two County and two Borough Councillors*. It will also contain the Neighbourhood Police Inspector, two officers from the Borough Council and a representative from the voluntary sector. All full members have an equal say in Youth Task Group matters when making recommendations to the Local Committee.

In addition, the Task Group can invite up to four young people from the borough, all with equal status. The Task Group may also consult with other relevant members of the Local Committee.

*The Chairman of the Local Committee can use his/her discretion to accept the two Borough Council nominations from the Borough Council Leader for councillors who are not on the Local Committee.

General

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

Terms of Reference: Education Action Group

To be discussed and decided upon when the Action Group next meets.

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (SPELTHORNE)****DATE:** 30 JUNE 2014**LEAD OFFICER:** SANDRA BROWN**SUBJECT:** LOCAL COMMITTEE COMMUNITY SAFETY & 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 May 2014 to date.

Surrey County Council participates in the Spelthorne Community Safety Partnership (known locally as the Spelthorne Safer and Stronger Partnership), and is required to work with partners to improve community safety and reduce crime and disorder.

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

- (i) Note the amounts that have been spent from the Members' Allocation and Local Committee capital budgets, as set out in Annexe 1 of this report.
- (ii) Agree that the Community Safety budget of £3,294 that has been delegated to the Local Committee be transferred to Spelthorne Community Safety Partnership (known as the Spelthorne Safer Stronger Partnership Board) and that the Community Partnership Manager authorise its expenditure in accordance with the Local Committee's decision.

REASONS FOR RECOMMENDATIONS:

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

1. INTRODUCTION AND BACKGROUND:

- 1.1 The County Council's Constitution sets out the overall Financial Framework for managing the Local Committee's delegated budgets and directs that this funding should be spent on local projects that promote the social, environmental and economic well-being of the area.
- 1.2 In allocating funds Councillors are asked to have regard to Surrey County Council's Corporate Strategy 2010-14 Making A Difference that highlights five themes which make Surrey special and which it seeks to maintain:
- A safe place to live;
 - A high standard of education;
 - A beautiful environment;
 - A vibrant economy;
 - A healthy population.
- 1.3 Members' Allocation funding is made to organisations on a one-off basis, so that there should be no expectation of future funding for the same or similar purpose. It may not be used to benefit individuals, or to fund schools for direct delivery of the National Curriculum, or to support a political party.
- 1.4 The Community Safety Partnership uses a wide range of methods to engage with the local community. These include meetings such as forums and panels and written forms of engagement such as publications, surveys, newsletters and websites.

2. RECENT PROJECTS:

- 2.1 Several projects have received funding since May 2014. Here are some examples:

Spelthorne Borough Council: replacement basketball hoop

Members' Allocation funding has been put towards the replacement of the basketball hoop at Alexandra Road recreation ground.

Spelthorne Borough Council applied for £1,000 from Councillor Ian Beardsmore who opted to use his delegated capital funding pot. The installation at the edge of the artificial football pitch should serve residents well in years to come.

Unique Adult ADHD: support for group work

The valuable work undertaken by a Spelthorne-based voluntary group will continue, thanks to a £4,000 Members' Allocation grant from Councillor Tim Evans.

Unique is a support group for adults and young people with ADHD. It's the only support group of its kind in Surrey. Coaching and strategies are provided by professionals and its attendees provide friendly and invaluable peer support.

Shepperton Cricket Club: youth cricket work

Young cricketers in Shepperton benefitted from a £1,000 contribution from Councillor Richard Walsh.

Qualified coaches will promote cricket within local schools and encourage more youngsters to attend training sessions. The club needs to purchase new training and safety equipment to further their youth development and provide a range of activities.

3. ANALYSIS:

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

4. OPTIONS:

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

5. CONSULTATIONS:

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

6. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

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

7. EQUALITIES AND DIVERSITY IMPLICATIONS:

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

8. LOCALISM:

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

9. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate 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 against the County standards for appropriateness and value for money within the agreed Financial Framework.

11. WHAT HAPPENS NEXT:

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

Contact Officer:

Georgie Lloyd, Local Support Assistant, 07816077118

Consulted:

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

Annexes:

Annexe 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.

Spelthorne Members Funding - Balance Remaining 2014-2015

Each County Councillor has £10,300 to spend on projects to benefit the local community, also an equal portion of the local committee's capital funding.

				REVENUE	LC CAPITAL	DATE PAID
Ian Beardsmore	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£10,300.00	£5,000.00	
	EF700236515	BoomBox	BoomBox Live Community Music Festival	£414.00		
	EF800230218	Spelthorne Borough Council	Alexandra Road recreation ground basketball		£1,000.00	
BALANCE REMAINING				£9,886.00	£4,000.00	

				REVENUE	LC CAPITAL	DATE PAID
Carol Coleman	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£10,300.00	£5,000.00	
	EF700233736	Dramatize	Performances for children with learning disabilities	£300.00		
	EF700236514	BoomBox	BoomBox Live Community Music Festival	£499.00		
BALANCE REMAINING				£9,501.00	£5,000.00	

				REVENUE	LC CAPITAL	DATE PAID
Robert Evans	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£10,300.00	£5,000.00	
	EF700236509	BoomBox	BoomBox Live Community Music Festival	£499.00		
BALANCE REMAINING				£9,801.00	£5,000.00	

				REVENUE	LC CAPITAL	DATE PAID
Tim Evans	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£10,300.00	£5,000.00	
	EF700231717	Unique	ADHD support group	£4,000.00		
	EF700236510	BoomBox	BoomBox Live Community Music Festival	£499.00		
	EF800230036	Lower Sunbury Residents' Association	Sunbury to Walton footbridge		£5,000.00	
BALANCE REMAINING				£5,801.00	£0.00	

Spelthorne Members Funding - Balance Remaining 2014-2015

Each County Councillor has £10,300 to spend on projects to benefit the local community, also an equal portion of the local committee's capital funding.

				REVENUE	LC CAPITAL	DATE PAID
Daniel Jenkins	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£10,300.00	£5,000.00	
	EF800226665	Spelthorne Mental Health Association	Repairs to day care centre	£5,161.00		
BALANCE REMAINING				£5,139.00	£5,000.00	

				REVENUE	LC CAPITAL	DATE PAID
Denise Saliagopoulos	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£10,300.00	£5,000.00	
	EF800228998	Spelthorne Borough Council	Hanging baskets		£3,745.00	
	EF800229420	VAIS on behalf of Tony Osbourne	Help for Heroes excursion to Tedworth House	£700.00		
	EF800230178	Spelthorne Choral Society	Concerts 4 Spelthorne 2014-15	£2,000.00		
	EF700237863	River Ash Action Group	Publicity materials		£500.00	
BALANCE REMAINING				£7,600.00	£755.00	

				REVENUE	LC CAPITAL	DATE PAID
Richard Walsh	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£10,300.00	£5,000.00	
	EF800225245	Lifetrain Trust	The Bus Shelter		£2,055.00	
	EF800225243	Shepperton Cricket Club	Youth cricket in Shepperton	£500.00		
	EF700230995	Shepperton Village Fair	Support for Shepperton Village Fair		£750.00	
	EF800227305	The Greeno Centre	25th anniversary party	£100.00		
	EF700234006	Dramatize	Performances for children with learning disabilities	£300.00		
	EF800229005	BoomBox	BoomBox Live Community Music Festival	£500.00		
EF800229741	1st Littleton Rainbows, Brownies & Guides	New garage roof		£1,000.00		
BALANCE REMAINING				£8,900.00	£1,195.00	

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SPELTHORNE)

DATE: 30 JUNE 2014
LEAD OFFICER: SUE BRIANT
 COMMUNITY PARTNERSHIP & COMMITTEE OFFICER
 (SPELTHORNE)
SUBJECT: FORWARD PROGRAMME 2014/15 – SCHEDULE FOR
 REPORTS
DIVISION: ALL

**SUMMARY OF ISSUE:**

This report sets out the sequence of reports for the municipal year of 2014/15. The Committee is asked to consider those local items and issues that it wishes to include in the Forward Programme. Early indications would help officers to investigate, consult and prepare any additional reports.

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

- i) Agree the Forward Programme 2014/15 as outlined in Annexe 1, indicating any further preferences for inclusion
- ii) Consider any further themes for Member briefings during 2014/15 and the next municipal year.

REASONS FOR RECOMMENDATIONS:

Members are asked to comment on the Forward Programme so that officers can publicise the meetings and prepare the necessary reports.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Forward Programme of the Local Committee is revised at each Committee meeting. Members are requested to propose any additional items for inclusion in the Programme.

2. ANALYSIS:

- 2.1 Officers are required to investigate and consult with the appropriate services, partners or other agencies on the purpose, content and timing of future reports. As these negotiations are concluded then items are added to the Programme.

3. OPTIONS:

- 3.1 It is prudent and practical for the Local Committee to produce and maintain a business forward plan.

4. CONSULTATIONS:

4.1 Local Committee Members are consulted.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 None.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 None.

7. LOCALISM:

7.1 The Local Committee will receive reports relating to communities within the borough.

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 Members are asked to agree the Forward Programme

10. WHAT HAPPENS NEXT:

10.1 Officers will progress any Member request and schedule reports for future meetings

Contact Officer:

Sue Briant, Community Partnership & Committee Officer (Spelthorne)
Tel : 01932 795120

Consulted:

Local Committee Members

Annexes:

Annexe 1: Forward Programme

Sources/background papers: None

ANNEXE 1: Surrey County Council Local Committee (SPELTHORNE) Forward Programme 2014/15

Details of future meetings in the current municipal year			
<p>Dates for the Spelthorne Local Committee 2014/15*: 30th June 2014, 29th September 2014, 15th December 2014, 23rd March 2015</p> <p>All Spelthorne Formal Local Committee meetings will be held in Spelthorne Borough Council Chamber Knowle Green, Staines-upon-Thames TW18 1XB</p> <p>* The Formal LC meeting commences at 7pm, immediately after the Informal Public Question Time (6.30pm – 7pm)</p>			
Topic	Purpose	Contact Officers	Proposed date
Highways Update	Standing item for all Spelthorne Local Committees	Highways Manager	ALL
Member Allocations Funding update	Standing item for all Spelthorne Local Committees: funding applications – for information only	Community Partnerships Team Leader (East)	ALL
Youth: LPF Contract Annual Report	To inform the Local Committee on progress / performance	Leigh Middleton	September 2014
Draft Strategic Economic Plan – Spelthorne outline bids & member task group	To inform the Local Committee on the draft Strategic Economic Plan (for decision)	Paul Fishwick	September 2014
Spelthorne Local Transport Strategy	To inform the Local Committee on the Spelthorne Local Transport Strategy (for decision)	Lyndon Mendes / Susanna Davies	September 2014
On Street Parking Enforcement Report	To update the Local Committee on On Street Parking Enforcement	David Curl	September 2014
Community Safety Partnership Update	To update the Local Committee on progress	Keith McGroary, Spelthorne Borough Council	September 2014
Flooding in Spelthorne	Report from SCC & agencies concerning the flooding in Spelthorne	Ian Good / Ben Skipp	December 2014
Blue Badge	To discuss the Blue Badge Scheme in Spelthorne	Mark Irons	December 2014

Magna Carter	To inform the Local Committee on matters concerning the Magna Carter	Peter Milton	December 2014
Heritage	To inform the Local Committee of activity in Spelthorne		To be decided
BAA/Heathrow Airport Ltd presentation	To inform the Local Committee of future developments		To be decided
Spelthorne Borough Council items	To inform the Local Committee of items of interest		To be decided
Olympic Legacy / Health	To inform the Local Committee of activity in Spelthorne		To be decided