

Agenda

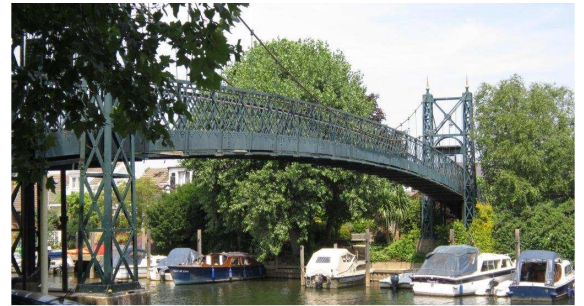
Elmbridge
Local Committee

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

Discussion

- Local Transport Review
- Highways Update
- On-street parking enforcement

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



Venue

Location: Council Chamber,
Elmbridge Civic Centre,
High Street, Esher, KT10
9SD

Date: Monday, 8 December
2014

Time: 6.00 pm



SURREY

You can get involved in the following ways

Get involved

Write a question

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

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

Sign a petition

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

Thank you for coming to the Local Committee meeting

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

Email: cheryl.poole@surreycc.gov.uk

Tel: 01372 832606

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



Follow @ElmbridgeLC on Twitter



SURREY



Surrey County Council Appointed Members

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

Borough Council Appointed Members

Cllr Steve Bax, Elmbridge Borough Council
Cllr Nigel Cooper, Molesey East
Cllr Andrew Davis, Weybridge North
Cllr Jan Fuller, Oxshott and Stoke D'Abernon
Cllr Peter Harman, St George's Hill
Cllr Stuart Hawkins, Walton South
Cllr Neil J Luxton, Walton Central
Cllr Dorothy Mitchell, Cobham and Downside
Cllr John O'Reilly, Hersham South

Chief Executive
David McNulty

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

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

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

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

			
Cllr Steve Bax Molesey East	Cllr Nigel Cooper Molesey East	Cllr Andrew Davis Weybridge North	Cllr Jan Fuller Oxshott & Stoke D'Abernon
			
Cllr Peter M Harman St George's Hill	Cllr Stuart Hawkins Walton South	Cllr Neil J Luxton Walton Central	Cllr Dorothy Mitchell Cobham & Downside
	 <p>Elmbridge Borough Council <i>... bridging the communities ...</i></p> <p>Local Committee (ELMBRIDGE)</p> <p>Borough Council Co-optees 2014-15</p>		
Cllr John O'Reilly Hersham South			

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

MOBILE TECHNOLOGY AND FILMING – ACCEPTABLE USE

Those attending for the purpose of reporting on the meeting may use social media or mobile devices in silent mode to send electronic messages about the progress of the public parts of the meeting.

Anyone is permitted to film, record or take photographs at council meetings. Please liaise with the council officer listed in the agenda prior to the start of the meeting so that those attending the meeting can be made aware of any filming taking place.

Use of mobile devices, including for the purpose of recording or filming a meeting, is subject to no interruptions, distractions or interference being caused to the PA or Induction Loop systems, or any general disturbance to proceedings. The Chairman may ask for mobile devices to be switched off in these circumstances.

It is requested that if you are not using your mobile device for any of the activities outlined above, it be switched off or placed in silent mode during the meeting to prevent interruptions and interference with PA and Induction Loop systems.

Thank you for your co-operation

Note: This meeting may be filmed for live or subsequent broadcast via the Council's internet site - at the start of the meeting the Chairman will confirm if all or part of the meeting is being filmed. The images and sound recording may be used for training purposes within the Council.

Generally the public seating areas are not filmed. However by entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting and/or training purposes.

*If you have any queries regarding this, please contact the representative of **Community Partnerships Team** at the meeting.*

1 APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2 MINUTES OF PREVIOUS MEETING

(Pages 1 - 10)

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

3 DECLARATIONS OF INTEREST

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

Notes:

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

4 LOCAL TRANSPORT REVIEW (FOR INFORMATION)

(Pages 11 - 18)

To receive a presentation on the current Local Transport Review which is looking at the County Council's major spend on local transport.

5 PUBLIC QUESTION TIME

To answer any questions from residents or businesses within the Elmbridge Borough area in accordance with Standing Order 69. Notice should be given in writing or by email to the Community Partnership and Committee Officer by 12 noon four working days before the meeting.

6 MEMBER QUESTION TIME

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

7 PETITIONS

To receive any petitions in accordance with Standing Order 68. Notice should be given in writing or by e-mail to the Community Partnership and Committee Officer at least 14 days before the meeting. Alternatively, the petition can be submitted on-line through Surrey County Council's e-petitions website as long as the minimum number

of signatures (30) has been reached 14 days before the meeting.

**7a PETITION RESPONSE: DORCHESTER ROAD.
WEYBRIDGE (FOR INFORMATION)** (Pages 19 - 22)

This report provides a response to a petition received at the meeting of 8 September 2014, requesting the introduction of a resident permit parking scheme in Dorchester Road, Weybridge.

**7b PETITION RESPONSE: ESHER ROAD, EAST MOLESEY
(EXECUTIVE FUNCTION)** (Pages 23 - 28)

This report updates Members following a petition from residents to the September 2014 meeting of the Local Committee concerning pedestrian crossing safety, and speed of traffic along Esher Road, East Molesey, in particular between the two bridges.

**8 A307 PORTSMOUTH ROAD SCHEME UPDATE (FOR
INFORMATION)** (Pages 29 - 36)

This report updates Members following the removal of the footbridge at Tartar Hill, on the A307 Portsmouth Road, Cobham. A scheme of pedestrian refuge islands was implemented to assist pedestrians in crossing the road.

9 HIGHWAYS UPDATE (EXECUTIVE FUNCTION) (Pages 37 - 50)

This report summarises progress with the Local Committee's programme of Highways works for 2014-15, asks Members to identify their Divisional Programmes for 2015-16, to consider the introduction of 2 new bus stop clearways and to agree the necessary legal order to implement a 30 mph speed limit in Fairmile Park Road.

**10 ON-STREET PARKING ENFORCEMENT AGENCY 2013/14
PERFORMANCE REVIEW (SERVICE MONITORING & ISSUES OF
LOCAL CONCERN)** (Pages 51 - 58)

Elmbridge Borough Council undertakes on-street parking enforcement in Elmbridge on behalf of the County Council under a formal Agency Agreement. This report details the performance of the Agency during 2013/14.

**11 LOCAL COMMITTEE BUDGETS (EXECUTIVE FUNCTION - FOR
INFORMATION)** (Pages 59 - 66)

This report provides an update on the projects that have been funded by the Local Committee and Members' Allocation funding since April 2014.

DRAFT

Minutes of the meeting of the
Elmbridge LOCAL COMMITTEE
held at 4.00 pm on 8 September 2014
at Council Chamber, Elmbridge Civic Centre, High Street, Esher, KT10 9SD.

Surrey County Council Members:

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

Borough / District Members:

- * Cllr Steve Bax
- * Cllr Nigel Cooper
- * Cllr Andrew Davis
- Cllr Jan Fuller
- * Cllr Peter Harman
- Cllr Stuart Hawkins
- * Cllr Neil J Luxton
- * Cllr Dorothy Mitchell
- * Cllr John O'Reilly

* In attendance

34/14 APOLOGIES FOR ABSENCE [Item 1]

Apologies for absence were received from Ernest Mallett, Cllr Jan Fuller and Cllr Stuart Hawkins.

35/14 MINUTES OF PREVIOUS MEETING [Item 2]

The minutes of the previous meeting held on 16th June 2014 were agreed as a correct record, subject to one amendment:
Minute item 31, paragraph 6 be changed to include Oakdale Road and should read (i) the County Council's intention to introduce the proposals in Annex 1, with the addition of Claremont Close and Oakdale Rd., Weybridge, is formally advertised, and subject to statutory consultation.

36/14 DECLARATIONS OF INTEREST [Item 3]

No declarations of interest were received.

37/14 CHAIRMAN'S ANNOUNCEMENTS [Item 4]

ITEM 2

The Chairman updated the meeting on the new classroom places and bulge class places which had been created for the new term in Elmbridge schools to meet the increased demand in the borough.

38/14 LOCAL TRANSPORT STRATEGY (EXECUTIVE FUNCTION - FOR DECISION) [Item 5]

David Stempfer, SCC Major Schemes Manager, introduced the report and gave the presentation on the Local Transport Strategy for Elmbridge. Once it has received the approval of the Local Committee, it will go for approval by SCC Cabinet in January 2015. He explained the purpose for the Strategy, emphasising how it means that SCC can quickly respond to funding opportunities, for which timescales to prepare applications are frequently short. In addition he summarised the consultation process which the LTS has undergone and the key themes from the public consultation, which were the need to take into account major developments, HGVs using minor roads and congestion around schools.

Once Cabinet approval has been received the LTS will form part of the Surrey Transport Plan. However it is a 'live' document and will be regularly reviewed.

Members' discussion covered the need to provide a much improved bus service in order to reduce traffic congestion, a bus service which is timetabled in line with train times, the lack of money received by the borough of Elmbridge from the LEP, the provision of extra cycle racks at train stations and also concerns about statistics in the document becoming quickly out of date. SCC Councillor Mary Lewis suggested that the Local Transport Plan should be used internally to inform SCC policy and contracts so that, for example, the aim of improving Air Quality in Air Quality Management Areas (AQMAs) is actively promoted when tendering or writing contracts, restricting contractors' HGVs from AQMAs.

Margaret Hicks, seconded by Mary Lewis, proposed an additional recommendation to ensure different parts of the Highway Service work closely together.

The Local Committee resolved to agree to:

- i) approve the Elmbridge Local Transport Strategy and its suggested objectives
- ii) approve the list of schemes provided in the Forward Programme (annex of the Local Transport Strategy)
- iii) **bring the overlap of highways projects carried out by the Local Committee and works of the Local Transport Strategy together.**

Reason for decision: the Local Transport Strategy supports the County Council's priorities to promote sustainable economic growth and secure investment in infrastructure.

39/14 CREATING OPPORTUNITIES FOR YOUNG PEOPLE - EARLY HELP (EXECUTIVE FUNCTION - FOR DECISION) [Item 13]

The Chairman decided to move Item 13 to earlier on the agenda.

Jeremy Crouch introduced the report, which covers the re-commissioning of services from September 2015. The Annex lists the priorities for the young people in the borough of Elmbridge, which were the result of a meeting in June 2014 of the Youth Task Group, which was attended by a number of young people. They particularly requested work experience and careers guidance, which have been included in the local specification.

The Members' discussion focussed on the lack of public transport particularly for Cobham young people trying to access the job centre in Weybridge, but also for Thames Ditton residents who are not allowed to use their nearest job centre in Kingston. Measures are being put in place to bring job centre functions to Cobham and to set up a bus service from Cobham to Weybridge/Brooklands. Concerns were also raised about the lack of provision of work experience through schools.

The Local Committee resolved to agree to:

- i) approve the local specification (Annex A), to be considered by providers, focusing on the identified needs of Elmbridge and the geographical neighbourhoods prioritised by the Youth Task Group
- ii) note that approval is subject to approval of the Services for Young People model by Cabinet on 23rd September 2014.

Reason for decision: to re-commission the successful Local Prevention work for 2015-20.

40/14 PUBLIC QUESTION TIME [Item 6]

There were no public questions received.

41/14 MEMBER QUESTION TIME [Item 7]

There were no Members' questions received.

42/14 PETITIONS [Item 8]

Three petitions were received.
Details of the petitions are attached in Annex A to these minutes.

1. Stewart Wright – Request for Residents' Parking in Dorchester Rd., Weybridge

Stewart Wright, the lead petitioner, spoke in support of the petition, explaining that it had been supported by 93% of the road. Since permit parking had been introduced in Elmgrove Road the situation had worsened and shoppers, local workers and visitors all park in Dorchester Rd.

He added that once Morrisons opens, the situation is going to be aggravated even further as Dorchester Road is the closest road to the store without any

ITEM 2

parking restrictions so staff and any overspill of customers will use it. Residents' parking needs to be provided to ensure that the residents of Dorchester Road do not have to walk miles to their front doors and so ensuring democracy and fairness for them.

The Divisional Member, Christian Mahne, and the Ward Councillor, Cllr Andrew Davis, were asked to comment. Both expressed support for the petition with Christian Mahne proposing the road is considered by the Parking Task Group and Cllr Davis suggesting that a comprehensive review of the area is required.

A formal response will be provided at the following meeting on 8th December 2014.

2. Leona Farquharon – Request for 20 mph in Esher Road

Leona Farquharon spoke in support of the petition explaining that 58 people had signed the online petition requesting

- action to be taken to slow the traffic down between the 2 bridges
- action to be taken to make the road safer to cross at the designated points.

In addition the petitioners were requesting improvements to warning signage and a reduction in speed limit with the introduction of speed bumps.

She explained that it is difficult to cross the road safely and particularly for disabled people and those with children it is dangerous.

Quoting DVLA guidelines on stopping distances she explained that a car, once the driver has had sight of the pedestrian, travelling from the brow of the hill at Esher Rd bridge at 30 mph would not be able to stop in time,.

In support of the request she added that the last 4 incidents have been due to drivers speeding or not paying attention.

To finish Leona reiterated her two main requests and in addition asked for a speed evaluation to take place before October, to be considered as part of the petition.

Stuart Selleck, Divisional Member for Esher and East Molesey and Cllr Steve Bax, Ward Member for Molesey East, both expressed support for the petition, saying that ways of making the road safe to cross needed to be looked into.

A formal response will be provided at the following meeting on 8th December 2014.

3. Mike O'Sullivan (The Wey Road & Round Oak Residents' Association) (WRRRA) Request for the Local Committee to recommend that Elmbridge BC adds its consent to an application to stop-up Wey Rd and Round Oak Rd.

Pauline O'Sullivan spoke on behalf of the petitioners explaining that the roads do want to remain an integral part of the North Weybridge community with continued access for pedestrians and cyclists.

She continued that the houses are well cared for, but the roads are not with the surface of Wey Road and its footpaths considered dangerous. The residents are willing to take on the significant responsibility of upgrading and maintaining all communal areas.

Pauline described how since 2011 on the advice of SCC and Elmbridge Councillors, the WRRRRA has spent thousands of hours and £5,000 of residents' funds to carry out detailed research, to ensure privatisation was sensible and financially viable. The residents were provided with comprehensive information on the implications through a variety of means before voting. 83% voted in favour and the stopping-up request was lodged. SCC undertook a wider consultation and with 81% still having no objection gave approval but then Elmbridge BC did not agree.

She continued to explain that the petitioners believe they have been a victim of the lack of any relevant policy and assessment criteria within Elmbridge BC and they are very disappointed by the approach and decision of Elmbridge BC and asked the Committee to recommend that Elmbridge (BC) rethinks its decision.

The Chairman then invited all present to be involved in an informal session to learn and understand about the Stopping-up process. Members, officers and the public all contributed to the discussion.

The meeting returned to 'formal' status and the Chairman asked the Members of the Local Committee to vote on whether to request Elmbridge BC to reconsider its decision on the Stopping-up of Wey Road and Round Oak Rd, Weybridge. The Local Committee voted 3 in favour of the request and 11 against.

Cllr John O'Reilly requested that it be noted that he protested at not being allowed to speak.

The Chairman, Margaret Hicks, also requested that the SCC Stopping-Up policy be reviewed.

43/14 HIGHWAYS UPDATE (EXECUTIVE FUNCTION - FOR DECISION) [Item 9]

Nick Healey introduced the report and explained that reserve schemes need to be developed across the borough in case there is funding remaining from the current year's budget. In addition he gave details about the request to approve the strategy for spending the 2015-16 Financial Year's budgets and the proposal to adopt the same strategy as in 2014-15.

Peter Hickman questioned why the advertising of the 2014 Parking Review had been delayed for the other roads because of the lack of clarity over Oakdale Rd. Nick Healey explained that it was much more economical to advertise the whole review at one time.

ITEM 2

The Local Committee resolved to agree to:

- i) authorise the Area Team Manager in consultation with the Chairman, Vice Chairman, and the relevant Divisional Member(s), to identify and prioritise reserve schemes to ensure the remainder of this Financial Year's budgets are fully invested in the road network in Elmbridge (paragraphs 2.6 to 2.8 refer)
- ii) approve the strategy for allocation of next Financial Year's budgets as detailed in table 4 (paragraphs 2.18 to 2.23 refer)
- iii) authorise the Area Team Manager in consultation with the Chairman, Vice Chairman, and relevant Divisional Member(s) to undertake all necessary procedures to deliver the agreed programmes.

Reason for decision: to facilitate the delivery and development of the 2014-15 Highways programmes funded by the Local Committee and plan ahead for 2015-16.

44/14 A245 STOKE ROAD, COBHAM SPEED LIMIT (EXECUTIVE FUNCTION - FOR DECISION) [Item 10]

Frank Apicella introduced the report explaining that the petition requesting a reduction to 30 mph was originally received by the Local Committee in September 2009. The report responding to the petition to the Committee in December 2009 summarised that the request did not comply with the speed limit policy at that time. The Local Committee had also asked the Cabinet Member to consider the request, but he did not approve the reduction.

Frank Apicella continued to say that a new speed limit policy was introduced in June 2014 and the data shows that the mean speeds do now comply with the policy. He did emphasise the importance of sections 2.7 to 2.10 in the report, which highlight the concerns of both Surrey Police and SCC Highways officers as some of measured speeds are very close to the threshold, which is the reason why it is proposed that the new speed limit be introduced on an experimental basis. This provides a very good opportunity to test the policy.

Members asked for clarity on the timescales, the £30,000 to be put to one side for further work and how other roads, particularly Byfleet Rd., could be considered for speed limit reductions. Nick Healey advised that for Byfleet Rd it could be better to carry out an assessment to help identify the most appropriate speed limit, if the Divisional Member would like to fund an assessment.

The Local Committee resolved to agree:

- i) to advertise an Order in accordance with the Traffic Regulation Act 1984 to revoke any existing speed limit orders in the section of Stoke Road between its junction with Leigh Hill Road and a point just south east of the Chelsea football ground, the effect of which would be to reduce the speed limit to 30 mph by virtue of the system of street lighting in that section
- ii) to make the Order if no objections are maintained

iii) to monitor the success of the new 30 mph speed limit during a period of 12 months following the making of the order, and to report back the results to Committee for review

iv) to set aside £30,000 from the Committee's Highways budgets for next Financial Year 2015-16 to restore the speed limit to 40 mph, or to investigate engineering measures to reduce traffic speeds, or to make the 30 mph limit permanent, depending on the outcome of the review, and that these further changes should be commissioned no more than 18 months from the date of making the Order

v) to report any objections to the Order to Committee at its next meeting.

Reason for decision: to implement a 30 mph speed limit in the identified section of Stoke Road, Cobham based on the new Speed Limit policy.

Cllr Dorothy Mitchell left the meeting.

**45/14 DRAINAGE UPDATE (EXECUTIVE FUNCTION - FOR INFORMATION)
[Item 11]**

Nick Healey introduced the report and thanked Members who had already provided details of persistent drainage problems in their divisions.

Members asked a number of questions including regarding ownership of drainage data, the cost of moving parked cars blocking drains to be cleaned and the Weybridge station issue.

Nick Healey assured Members that the drainage data was owned by SCC so should the contract change, the information will not be lost, confirmed that the order for the Weybridge station work had been raised the previous week and said that any parked cars do have to be removed at SCC's expense.

The Local Committee resolved to agree to:

i) let the Area Team Manager know of locations where there are persistent drainage problems for their local communities.

Reason for decision: to facilitate the prioritisation of investigation and repairs to defects in the drainage system which are causing problems.

**46/14 WALTON BRIDGE LINKS CYCLE SAFETY SCHEME (EXECUTIVE
FUNCTION - FOR DECISION) [Item 12]**

Nick Healey introduced the report explaining the original bid to DoT for the cycle safety scheme was prepared in a hurry. Once the public consultation had taken place and amendments made to the scheme, the costs were beyond the budget. For the enhanced continuous cycle scheme, it was

ITEM 2

proposed that SCC apply to the Elmbridge Community Infrastructure Levy Board for an additional £330,000.

Members spoke positively about the idea of a being multifunded, recognising the partnership working and thought it better to deliver a scheme which will cost extra money, but will be used, although some Members expressed reservations about the cyclists not having priority over the vehicles exiting the side roads.

Dave Sharpington, Cycle Programme Team Leader, explained that a cross-section of people was surveyed in Walton before the scheme was agreed and they requested separate traffic lanes so the scheme does aim to encourage the more vulnerable cyclist. Unfortunately therefore there is insufficient space to give priority to the cyclists over the traffic exiting side roads.

The Local Committee resolved to agree that:

i) an additional bid is made to Elmbridge Borough Council for £330,000 CIL funding for the enhanced cycle safety scheme in Terrace Road, between The Grove and Cottimore Lane.

Reason for decision: to enable SCC to apply for funding to provide continuous off-carriageway cycle lanes on both sides of Terrace Road. Without additional funding only a basic specification scheme can be implemented.

47/14 LOCAL COMMITTEE BUDGETS 2014/15 (EXECUTIVE FUNCTION - FOR INFORMATION) [Item 14]

The Local Committee resolved to agree to note:

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

The meeting ended at 19:02.

Meeting ended at: Time Not Specified

Chairman

SCC LOCAL COMMITTEE IN ELMBRIDGE – 8 September 2014

AGENDA ITEM 8

PETITIONS

1. To receive a petition with 46 signatures from residents of Dorchester Road, Weybridge requesting residents parking.

.....

2. To receive an e-petition with 58 signatures as follows:

We the undersigned petition Surrey County Council to Enforce a 20mph speed limit on Esher Road, East Molesey. We would like to petition Surrey County Council to revise the current speed limit on Esher Road, East Molesey down from 30mph to 20mph with extra signage to warn of young children, and parents with prams & buggies.

We ask that a suitable pedestrian crossing be considered for review and acceptance by local residents. Residents are unable to safely cross Esher Road near the Alders Grove junction due to several factors;

1. Increased volume of traffic.
2. Speed of traffic between the two bridges.
3. Lack of pavement to the North carriageway

Motorists demonstrate little regard for the speed limit, and there is no place to cross safely as the area is obscured by foliage on one side and the brow of the hill on the other. In recent months there have been a number of collisions/incidents, the more serious of which resulted in a vehicle on its roof.

We propose the new speed restrictions are enforced between the junctions at Walton Road, across the second bridge through to Riverside Avenue, to reduce the risk of a more serious accident, which is increasingly likely to occur soon.

.....

3. To receive a petition from the Wey Road and Round Oak Road Residents' Association with 32 signatures from residents of Wey Road and Round Oak Road, requesting the Committee to recommend that Elmbridge Borough Council adds its consent to the existing approval of Surrey County Council for an application to be made in the Magistrates' Court for the issue of a Stopping Up Order in respect of Wey Road and Round Oak Road in Weybridge.

It states this petition of 30(*32) signatures is submitted on behalf of the 57 individual properties, representing in excess of 100 Wey Road and Round Oak Road residents, who form the 86.2% majority following a vote in favour of WRRRRA lodging a stopping up application to Surrey County Council, which application was subsequently approved by Surrey County Council on 17 May 2013.

This page is intentionally left blank

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)

DATE: 8th December 2014



LEAD OFFICER: Paul Millin, Group Manager Travel & Transport

SUBJECT: Local Transport Review

DIVISION: All in Elmbridge

SUMMARY OF ISSUE:

A review of Surrey County Council's (SCC) major spend on local transport is currently being reviewed. The presentation will explain the current position, the savings options, the public consultation process and the process for approval of any changes.

RECOMMENDATIONS:

The Local Committee (Elmbridge) is asked to note

- (i) The contents of the presentation

The presentation is for information only.

The briefing note, in Annex 1, and the local bus service by category document, in Annex 2, provide background and supporting information for the presentation.

Contact Officer:

Paul Millin
Group Manager Travel & Transport
Tel no. 0300 200 1003

Annexes:

Annex 1 Briefing sheet to accompany the presentation
Annex 2 Local bus service by category

This page is intentionally left blank

Local Transport Review update: Briefing Sheet

Item	Key Points
<p>1. Background</p>	<p>Background to bus services</p> <ul style="list-style-type: none"> • 29 million passenger journeys are made on Surrey’s bus services each year (average of 80,000 trips everyday). • Of these, 8 million trips are made annually by those holding elderly or disabled person passes allowing free travel, and 1.2million trips are made by students travelling to school or college. • 200 bus services operated in Surrey, run by 22 different commercial operators. • Some operators receive funding from Surrey County Council, to ensure that the service can continue. Over half of all the passenger journeys in Surrey are on services supported in this way. <p>The current budgeted spend (2014/15) on transport provision</p> <ul style="list-style-type: none"> • Local bus contracts: £8.949m • BSOG rebate a fuel duty (rebate grant that SCC disburses to bus operators on behalf of government): £1.125m • Concessionary fares: £8.676m • Community transport: £0.643m <p>Overall spend: £19.393m</p>
<p>2. What’s being reviewed? The Local Transport Review is reviewing SCC’s major spending in public transport and aims to find efficiencies, and make savings via 3 streams:</p>	<p>1. Local Bus</p> <ul style="list-style-type: none"> • Review the subsidy provision to supported local bus services • Maintain access to essential services. • Secure new capital funding to benefit bus services so that revenue subsidy costs may be reduced <p>2. Concessionary fares</p> <ul style="list-style-type: none"> • Review how we reimburse operators. • Review two extra funded concessions for disabled pass holders and older person’s pass holders <p>3. Community Transport</p> <ul style="list-style-type: none"> • Develop and integrate the CT sector • Support the move towards commercial operation
<p>3. Context: Why is Surrey County Council reviewing Local Transport?</p>	<ul style="list-style-type: none"> • Surrey County Council is subject to enormous pressures on our funding. Increased demand for essential services such as adult social care and school places, coupled with reduced Government funding, means we need to review our spend on all the services we provide for the county’s residents. • Bus operating costs have risen faster than general inflation. • Increased road traffic in Surrey means bus services are becoming less efficient, which means higher operating costs. • The council's approved Medium Term Financial Plan includes the requirement to reduce local transport costs by £2m per year by 2017/18, including a reduction of £0.4m in 2015/16.
<p>4. Latest update on the review: Cabinet member approval and start of the public consultation</p>	<p>On 23 September, Cabinet members authorised the following recommendations:</p> <ol style="list-style-type: none"> 1. To carry out wide-ranging consultation on proposed approach to seeking savings in Local Transport with partners, stakeholders, and the wider public during the period October 2014 to January 2015. 2. At a further meeting in spring 2015, Cabinet consider a report

	<p>incorporating an equality impact assessment and costed proposals for change which take into account views expressed in the consultation.</p> <p>Launch of the consultation</p> <ul style="list-style-type: none"> • The Local Transport Review public consultation went live online on 8 October 2014. This included the web page, the online survey and the social media advertising campaign. • The printed material for the review will launch at the end of October 2014, with a poster campaign on buses, at selected bus stops, bus stations, libraries, County and District & Borough offices, Parish & Town councils and other public buildings in Surrey. The printed survey will also be available at these locations with the exception of, on buses and at bus stops.
<p>5. The public consultation: How will we engage?</p>	<ul style="list-style-type: none"> • The consultation will use a variety of communications mediums, with the main focus online via the website and online survey. However we're organising a series of events to help stakeholders contribute their views on the Local Transport Review. This will include face to face meetings/workshops with the 11 local committee meetings, Member Reference Group, disability groups (DANS, empowerment boards, community transport groups), Parish & Town councils (SSALC, Parish group meetings, work stream developing a rural transport alternative), 2 thematic forums for youth/businesses and disabled/older people, and a bus 'surgery' (roving bus visiting multiple locations in Surrey to discuss the review with residents) with Bus Users UK and NW bus user group meeting.
<p>6. What lines of enquiries are we pursuing to achieve the £2m in savings? The Local Transport Review has been scoped to examine the level of service provided and consider options for efficiencies and savings in the three streams:</p>	<p>1. Concessionary fares</p> <ul style="list-style-type: none"> • Review how reimburse bus operators to ensure it offers best value • Review two SCC-funded extra concessions: <ul style="list-style-type: none"> - Free disabled travel before 9.30 am or after 11.00 pm - Free 'companion' passes <p>2. Community transport</p> <ul style="list-style-type: none"> • Continue current work with the CT sector to foster growth and replace grant funding with contracts <p>3. Local bus</p> <ul style="list-style-type: none"> • Work with 2 or 3 Parish Councils to develop a community-based alternative to rural buses • Joint marketing study with Surrey University to increase patronage and profitability • Make wider use of developer contributions (eg S106 funds) to support bus service improvements • Renegotiate existing payments, inflation uplift, and length of contracts • Review all routes and services, with a focus on maintaining essential services
<p>7. *Bus service categories: Bus services in Surrey have be divided into the following six categories for the Local Transport Review:</p>	<ol style="list-style-type: none"> 1. Commercial services not funded by SCC - Run without financial support from the council, generally carry large numbers of passengers and therefore profitable. 2. Primarily commercially operated services - Primarily commercially operated, but with some top-up support, such as for evening and Sunday services, provided by the council. 3. Primary supported services - Funded wholly or partly by the council, but generally carry more passengers than services in

	<p>other supported categories and more likely to be sustained or improved through partnership work between the council and the operator.</p> <ol style="list-style-type: none"> 4. Secondary supported services - Supported services which are less fundamental to the bus network than those in the Categories 1-3, but important to communities where no alternative bus services are available. Include local services which form the only link between some residential areas, away from main bus routes, into town centres. Generally carry less people than services in category 1-3. 5. Tertiary supported services - Supported services, generally run outside peak or school travel hours, at low frequency or only on certain days of the week, mainly for shopping trips. Many of the passengers are those travelling on elderly/disabled persons free travel passes. Include services providing closer links to residential areas than the main bus services, or the only service in a small or rural community. 6. Supported school special services- Publicly available but designed specifically to cater for particular school travel needs. Cover locations where the main bus services do not run at the right time or on the right route for the school/college or where there would be insufficient capacity on the main bus services to cater for all the students. Some students travel for free on these services, others pay a fare. <p><i>*These service categorisations will be presented alongside a bus network map tailored to your area and will be explained in more detail at the meeting.</i></p>
<p>Members views on approach and next steps</p>	<ul style="list-style-type: none"> • Printed material will be published and distributed in the second week of November • Stakeholder meetings and events will continue through autumn/winter • Consultation will run through to 14 January 2015 • Officers will carefully analyse responses to inform decision making on what proposals are developed • Cabinet will consider proposals at a meeting in Spring 2015.

This page is intentionally left blank

Local Bus Services in Elmbridge

£2,074,164

1. Commercial services not funded by SCC			
K3	Esher-Claygate-Kingston-Roehampton		
R68	Hampton Court - Richmond		

2. Primarily commercially operated services			£159,000
461	Kinston-Weybridge-St Peter's hospital	Primarily Commercially provided	£76,000
436	Woking-Byfleet-Weybridge	Primarily Commercially provided	£83,000

3. Primary supported services			£1,280,111
408	Epsom-Leatherhead-Cobham	Fully-funded	£130,000
411	West Molesey-Kingston*	Partially-funded	£111,111
515	Kingston-Cobham-Guildford	Partially-funded	£65,000
458	Kingston-Walton-Staines	Fully-funded	£199,000
555	Walton-Sunbury-Heathrow Airport	Fully-funded	£533,000
451	Staines-Addlestone-Brooklands	Fully-funded	£122,000
459	Kingston-Weybridge-Addlestone-Woking	Fully-funded	£120,000

4. Secondary supported services			£338,000
513	Downside-Oxshott-Kingston	Fully-funded	£86,000
514	Hersham-Molesey-Kingston	Fully-funded	£130,000
564	Whitley Village-Hersham-Walton-Xcel	Fully-funded	£122,000

5. Tertiary supported services			£15,000
400	Staines-Charlton-Shepperton-Walton	Fully-funded	£15,000

6. Supported school special services			£282,053
637	Salesian School	Fully-funded	£48,514
661	Hinchley Wood School	Fully-funded	£29,744
663	Esher High School	Fully-funded	£41,800
814	Esher High School	Fully-funded	£56,749
862	Therfield School	Fully-funded	£33,187
881	Rydens School	Fully-funded	£72,059

Notes

1) The cost for TfL* service 411 is part of a package of 9 TfL services in Surrey - annual cost to Surrey County Council of £1M.

2) Services include those that operate to / from or through Elmbridge. Some of these services also operate in other Boroughs and Districts but the cost cannot be apportioned to the level of service operating in each area.

This page is intentionally left blank

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)

DATE: 8 December 2014



LEAD OFFICER: Rikki Hill, Parking Project Team Leader

SUBJECT: Petition for a resident permit parking scheme in Dorchester Road, Weybridge

DIVISION: Weybridge

SUMMARY OF ISSUE:

This report provides a response to a petition received at the meeting of 8 September 2014, requesting the introduction of a resident permit parking scheme in Dorchester Road, Weybridge.

RECOMMENDATIONS:

The Local Committee (Elmbridge) is asked to note:

- (i) the contents of this report

REASONS FOR RECOMMENDATIONS:

1. INTRODUCTION AND BACKGROUND:

- 1.1 At the meeting on 8 September 2014, the committee received a petition from residents of Dorchester Road, Weybridge requesting the introduction of a resident parking permit scheme in the road.
- 1.2 At the meeting the lead petitioner addressed the committee and elaborated on the petition, explaining that it had been supported by 93% of the households in the road. He also said that since permit parking had been introduced in Elmgrove Road the situation had worsened and shoppers, local workers and visitors all park in Dorchester Road.
- 1.3 He added that with the opening of the new Morrisons store, the situation would be aggravated even further as Dorchester Road is the closest road to the store without any parking restrictions so staff and any overspill of customers would use it. He said that residents' permit parking needs to be provided to ensure that the residents of Dorchester Road do not have to walk miles to their front doors and so ensuring democracy and fairness for them.

2. ANALYSIS:

- 2.1 We carry out periodic reviews of parking in the borough of Elmbridge, where we consider requests for the introduction of new parking controls and changes to existing ones. In normal circumstances, this request in this petition would be considered in the next such review. The site visits and assessments for this review are currently scheduled to take place in June and July 2015, with a report on the outcome being presented to the committee in September. The request in this petition has been added to the list for consideration in this review.
- 2.2 However on 24 October 2014 at a meeting of the Parking Task Group, the group discussed changing the way that parking reviews are carried out in Elmbridge and adopting a longer term parking strategy that would take a more holistic approach to parking. This would involve taking a more comprehensive look at parking issues over broad areas. Such an approach would be appropriate for this part of north Weybridge given the changes to parking that have taken place in the area in recent years.
- 2.3 The strategy is being developed and it will be the subject of a report to this committee at its next meeting on 23 February 2015. Whether there is a change to when this request will be assessed will depend on decisions made at that meeting.

3. OPTIONS:

- 3.1 None.

4. CONSULTATIONS:

- 4.1 None at this 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 at this time.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report

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

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The committee should note this report.

10. WHAT HAPPENS NEXT:

10.1 The committee will receive a report on the future approach to parking in Elmbridge at its meeting in February after which progress with respect to the request in this petition will be clearer.

Contact Officer: Rikki Hill, Parking Project Team Leader
Tel: 0300 200 1003

Consulted: N/A

Annexes: None

Sources/background papers: none

This page is intentionally left blank

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)

DATE: 8th DECEMBER 2014

LEAD OFFICER: NICK HEALEY, AREA TEAM MANAGER

SUBJECT: ESHER ROAD, EAST MOLESEY

DIVISION: EAST MOLESEY AND ESHER



SUMMARY OF ISSUE:

This report updates members following a petition by Ms Leona Farquharon to the September 2014 meeting of the Local Committee concerning pedestrian crossing safety, and speed of traffic along Esher Road, East Molesey, in particular between the two bridges.

This report responds to the concerns raised.

RECOMMENDATIONS:

The Local Committee (Elmbridge) is asked to:

determine the course of action to be taken based upon the available options of either

- (i) Allocate funding for a detailed feasibility study to be funded from next year's allocation, if members determine this to be a priority scheme they wish to pursue.

or

- (ii) To await the construction of the new bridge over the River Mole which will be designed to accommodate a wider carriageway and footways on either side.

REASONS FOR RECOMMENDATIONS:

There is no obvious solution to the issues raised as any scheme would be expensive and members would need to be satisfied that the funds represented a good benefit cost return. The new bridge however, will be designed to provide a new footway on the west side hence removing the need for pedestrians to cross between the two bridges.

1. INTRODUCTION AND BACKGROUND:

- 1.1 A petition was submitted to the September 2014 meeting of the Local Committee, signed by 58 residents, concerning pedestrian safety when crossing, and speed of traffic along Esher Road, East Molesey, in particular between the two bridges.
- 1.2 Ms Leona Farquharon spoke in support of the petition explaining that 58 people had signed the online petition requesting
 - a. Actions to be taken to slow the traffic down, between the 2 bridges, as motorists demonstrate little regard for the speed limit.
 - b. Action to be taken to make the road safer to cross at the Ember bridge.
- 1.3 In addition the petitioners were requesting improvements to warning signage and a reduction in speed limit and the introduction of speed bumps. It was claimed that it is difficult to cross the road safely, particularly for disabled people and parents with children.
- 1.4 In support of the request it was added that the last 4 incidents had been due to drivers speeding or not paying attention.
- 1.5 County Councillor Stuart Selleck, Divisional Member for Esher and East Molesey supported the investigation of a 20mph zone but was not in favour of speed bumps.
- 1.6 Borough Councillor Steve Bax would support the construction of a new path on the west side, including a bridge extension, and the purchase of land.
- 1.7 The narrow bridge over the River Mole effectively determines the extent of the available public highway. It only carries a narrow footway on the east side and hence pedestrians are required to use the pedestrian refuge islands either side of the bridges to cross the carriageway.

2. ANALYSIS:

- 2.1 In early 2000 a casualty reduction scheme was introduced along Ember Lane and Esher Road, to directly impact the high numbers of road casualties, reduce vehicle speeds, prevent overtaking and provide additional safer pedestrian crossing points.
- 2.2 Between the Ember bridge and Embercourt Road, four pedestrian refuge islands were constructed, together with central hatching along the entire section. The first Pedestrian refuge islands was located just south of Embercourt Road, the second by number 181, a third just south of Ember Farm Way, and the fourth south of Riverside Avenue.
- 2.3 Centre hatching was also applied to the entire length to prevent overtaking, provide benefit for turning vehicles into side roads, and create a sterile area for pedestrians wishing to cross.

- 2.4 Crossing points were not introduced between the 2 river bridges due to the site limitations and existing layout of the bridges over both the Mole and Ember rivers. However SLOW road markings on red patches were installed to remind drivers, either side of the Ember bridge. A junction ahead warning sign was also installed on the southern approach to Aldersgrove, coincident with the SLOW marking to additionally warn drivers of the junction.
- 2.5 Due to the discontinuity of pedestrian footway on the west side near Summer Road due wholly to the narrow bridge over the River Mole, a further scheme was also carried out to benefit pedestrians directly. This included improvements to the footway near the roundabout with Walton Road, together with road widening, and the introduction of a pedestrian refuge island. This also included landscaping of the site of the former residential dwelling, where the pumping station now resides, on the western corner opposite the old Police Station.
- 2.6 Pedestrians can hence cross both Embercourt Road and Esher Road but near to Riverside Avenue are encouraged to cross to the eastern footway, which will facilitate easier access to Walton Road, due to the environmental limitations. It is appreciated however that residents of Aldersgrove will be placed at a disbenefit, as they would need to walk to the first island south of Riverside Avenue to be able to use the crossing points provided.
- 2.7 The 3 year personal injury collision data has been investigated for this area of Esher Road between the period 01/01/2011 to 31/08/2014 and is as shown in the following table:

Location	Date	Factors
Aldersgrove	16/11/2012	Vehicle being driven slowly for delivery, looking for address, caused shunt.
Riverside Avenue	11/07/2013	Vehicle pulled out of junction causing incident.
	17/07/2013	Vehicle lost control and collided with refuge island.
Broadfields	13/12/2012	Vehicle turning right shunted by vehicle whose driver was distracted
	12/07/2013	Vehicle turning right has collided with cyclist crossing from footpath.

3. OPTIONS:

- 3.1 All the accidents appear to be wholly random with no identifiable pattern, and the circumstances are such that these could have occurred on any road.
- 3.2 There have been no personal injury accidents involving pedestrians recorded during this time frame.
- 3.3 The aim of the County Council is to set speed limits that are successful in managing vehicle speeds and are appropriate for the main use of the road. Reducing speeds successfully may reduce the likelihood and severity of collisions, and can help to encourage more walking and cycling. This can

ITEM 7b

help to make communities more pleasant places to live, and can help sustain local shops and businesses. The desire for lower speeds has to be balanced against the need for reasonable journey times and the position of the road within the county council's strategic priority network.

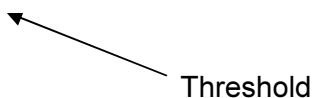
- 3.4 Experience shows that changing to a lower speed limit on its own will not necessarily be successful in reducing the speed of traffic by very much if the prevailing mean speeds are much higher than the proposed lower speed limit. If a speed limit is set too low and is ignored then this could result in the majority of drivers criminalising themselves and could bring the system into disrepute. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources. It is also important to set reasonable speed limits to ensure consistency across the country.
- 3.5 Where the existing mean speeds are above 24mph then a 20mph scheme with traffic calming measures (known as a 20mph zone) will be required. Research has shown that 20mph zones with traffic calming measures have been very effective in reducing speeds and casualties, however these schemes are more expensive, and residents are not supportive of such measures, due to the intrusion element and additional noise and vibration implications.
- 3.6 It has not been possible to carry out a speed assessment for the section of road in question, however it is anticipated that the average speeds will be in excess of 24mph.
- 3.7 Extract from Speed limit policy below showing the threshold required to introduce traffic calming with and without traffic calming. Figures show the predicted mean speed following a speed limit change.

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

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

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

Change from urban and rural 30 mph speed limit to 20 mph speed limit (without traffic calming)																					
Measured mean speed before	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
Predicted mean speed after	19.9	20.6	21.4	22.2	23.0	23.7	24.5	25.3	26.1	26.8	27.6	28.4	29.2	29.9	30.7	31.5	32.2	33.0	33.8	34.6	35.3
	New lower speed limit allowed					New lower speed limit only allowed with supporting highway measures															



- 3.8 Although Surrey County Council as the highway authority introduces highway schemes and speed limits, it does so in accordance with Government aims to reduce personal injury accidents. It is only fair and equitable that this is done where high numbers of personal injury accidents are occurring ahead of locations where there are few or even perceived, in order to best utilise its very limited funding.
- 3.9 Speeding is essentially a Police enforcement issue as driving in excess of the posted speed limit is a criminal offence, for which the Police as the sole highway enforcement agency, have powers to deal with offenders to unashamedly flout the law, quickly and effectively.

- 3.10 The location has no suitable position or gaps large enough to locate a further pedestrian refuge island as the road already accommodates many vehicle crossovers to the properties fronting the road. The only location would be on the Ember Bridge itself,
- 3.11 An initial investigation has shown that the bridge construction is very shallow and cannot accommodate traffic signal poles or any other highway furniture. It is for this reason that street lighting poles are positioned either side of the bridge and not on it as they would affect the structural integrity of the structure.
- 3.12 Unfortunately this would preclude the construction of either a Pelican crossing or a pedestrian refuge island on the structure.
- 3.13 A more detailed feasibility report could be carried out to look at the options in greater depth, than has been possible in this report.
- 3.14 A principal inspection has been carried out of the bridge over the River Mole, which has shown that the structure is nearing the end of its serviceable life. It is 120 years old and suffering heavy corrosion. A further assessment is to be carried out later this financial year. Pending the outcome of the assessment, it is anticipated that funding will be secured for a replacement bridge within the next few years.
- 3.15 The current bridge is narrow and there is scope to improve the width and alignment and introduce a wider bridge with suitable footways on both sides subject to the availability of the required land and the necessary funding.

4. CONSULTATIONS:

- 4.1 Public consultation would be required in the development of any scheme but in particular pedestrian crossings, 20mph zone or a traffic-calming scheme as raised devices such as road tables and cushions necessitate legal notices advising residents of the proposed locations of measures, whilst speed limits require a legal traffic regulation order process.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The cost of making a traffic regulation order for a 20mph zone, together with signing lining and illumination is likely to be in the region of £5,000. It is difficult to place a price on a traffic calming scheme, but this could be in the region of £75,000.
- 5.2 The cost of introducing a zebra crossing is likely to be £50,000 whilst a pelican could be as much as £100,000. However a suitable location is not available for either feature.
- 5.3 A detailed feasibility study is likely to cost in the region of £5,000 to determine if a solution exists and the likely cost.
- 5.4 The cost of a replacement bridge over the River Mole is unknown at this stage.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

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

7. LOCALISM:

7.1 The solutions identified are in response to perceived concerns raised by the local community. The Divisional Member can prioritise funding to implement any of the measures identified, if these are considered to be local priorities.

8. OTHER IMPLICATIONS:

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

9. CONCLUSION AND RECOMMENDATIONS:

9.1 It is important to note that the data confirms that there have been no cases of recorded personal injury accidents involving pedestrians.

9.2 Due to the complexity of the location, any solution would come with a large price tag. Members will need to be mindful of this and whether this would represent value for money in terms of benefit cost.

9.3 A new bridge over the River Mole will provide the necessary continuous footway for pedestrians and remove the necessity to cross between the two bridges.

10. WHAT HAPPENS NEXT:

10.1 If members determine that this is a priority scheme which they wish to pursue, then funding for a detailed feasibility study would need to be allocated from next year's allocation.

10.2 Otherwise it would be prudent to await the construction of the new bridge which will be designed to provide the necessary benefits in terms of pedestrian accessibility.

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

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)



DATE: 8th DECEMBER 2014
LEAD OFFICER: NICK HEALEY, AREA TEAM MANAGER

SUBJECT: A307 PORTSMOUTH ROAD, POST SCHEME REVIEW

DIVISION: COBHAM

SUMMARY OF ISSUE:
This report updates Members following the removal of the footbridge at Tartar Hill, on the A307 Portsmouth Road, Cobham. A scheme of pedestrian refuge islands was implemented to assist pedestrians in crossing the road.
RECOMMENDATIONS:
Report for information only
REASONS FOR RECOMMENDATIONS:
The removal of the footbridge and introduction of the 3 further pedestrian refuge islands has meant that pedestrians wishing to now cross the road, have further opportunities to cross the road at further locations. The scheme will also have had a speed reducing effect on drivers, reducing the opportunities for overtaking, and creating a sterile hatched central area in the carriageway.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Tartar Hill footbridge was built in 1968, when the route was the A3, however the road was bypassed by the current A3 in 1974/5. The bridge clearance was 5.06m (16'7").
- 1.2 The HGV usage of the road is now considerably reduced to what it was when it was the A3 and the speed limit has also considerably reduced to a 30mph.
- 1.3 However the bridge was hit by an over height vehicle on the 23 January 2012. There were no pedestrians on the bridge at the time but the main span was damaged and had to be removed for safety reasons. Being an old bridge the design was also not Disability Discrimination Act compliant for use by parents with buggies or disabled users.
- 1.4 A report was received by this Committee in June 2012, where it was resolved that 3 further pedestrian refuge islands should be constructed to assist pedestrians in crossing the road, once the bridge was removed.

2. ANALYSIS:

2.1 A pedestrian survey of pedestrians crossing in the vicinity of the bridge was conducted over a ten hour period from 7am till 7pm on the 13/03/2008.

2.2 A total of 227 pedestrians crossed the A307 in the vicinity of the bridge. 35 of those used the bridge, 6 crossed at the northern end of the pedestrian guard railing and 186 crossed in the vicinity of the bus stop near the health centre.

13/03/08	Close to end of guardrail west of footbridge	Via footbridge	Close to end of guardrail east of footbridge
All day Total (7am to 7pm)	186	35	6
Am peak total (8am to 9am)	37	8	2



2.3 A further pedestrian survey of pedestrians crossing in the same location took place after the footbridge deck had been removed. This was again conducted over a ten hour period from 7am till 7pm on the 03/05/2012.

2.4 A total of 201 pedestrians crossed. Of this total, 9 pedestrians crossed at the northern end of the guard railing, and 192 crossed near the health centre; making use of the central island at the bus stop.

2.5 A speed survey was undertaken in the vicinity of the old footbridge between 14th – 20th July 2012 for the periods 0:00 – 24:00 that detected 85th percentile speeds of 39mph NE bound and 38mph SW bound.

03/05/12	Close to end of guardrail west of footbridge	Via footbridge	Close to end of guardrail east of footbridge
All day Total (7am to 7pm)	192	-	9
Am peak total (8am to 9am)	60	-	2

3. OPTIONS:

- 3.1 A further detailed survey has been recently carried out at the various locations along the road, This was again conducted over a twelve hour period from 7am till 7pm on the 18/11/2014, to determine pedestrian crossing patterns
- 3.2 A further speed survey was also undertaken in the vicinity of the old footbridge using a hand held radar on 28.5.2014 that detected 85th percentile speeds of 36mph NE bound and 35mph SW bound.
- 3.3 The following table shows the pedestrian flows along the Portsmouth Road, starting to the west of the Health Centre at the new pedestrian refuge outside no 164, and ending to the east of the old bridge location at the new pedestrian refuge island near access road to nos 171 -191 Portsmouth Road. Annex 1 presents these same results on a plan.
- 3.4 This clearly shows that pedestrians are utilising the new island outside number 164, and whilst there is also a high number crossing away from the crossing, this is possibly reflected in the new centre hatching introduced. This sterile area in the centre of the carriageway, protected by islands, is affording pedestrians greater confidence, and opportunities, when crossing the road, that did not exist previously.

18/11/14	refuge outside 164 west of Health centre	Area refuge & Bus Stop	Bus stop area	Area - bus stop to Old common	Area – Old Common to Lyster Mews	Area - Old bridge & Lyster Mews	Area – old bridge & end of Old Common	refuge island near 177 - 191 access road
Plan location	A	B	C	D	E	F	G	H
All day Total (7am to 7pm)	109	7	139	19	6	1	20	15
Am peak total (8am to 9am)	27	1	54	5	2	0	8	2



4. CONSULTATIONS:

4.1 Public consultation was carried out ahead of the scheme.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 None, as this report is purely a review of the constructed 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 constructed scheme takes into consideration local residents comments and member views and is an attempt to provide improved facilities for the local community.

8. OTHER IMPLICATIONS:

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

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The data confirms that pedestrians are using the new facilities, and are also more confident to cross between islands within the sterile centre hatched area now created.

9.2 The scheme has had a positive influence on driver behaviour and vehicle speeds, which has resulted in a reduction of some 3mph.

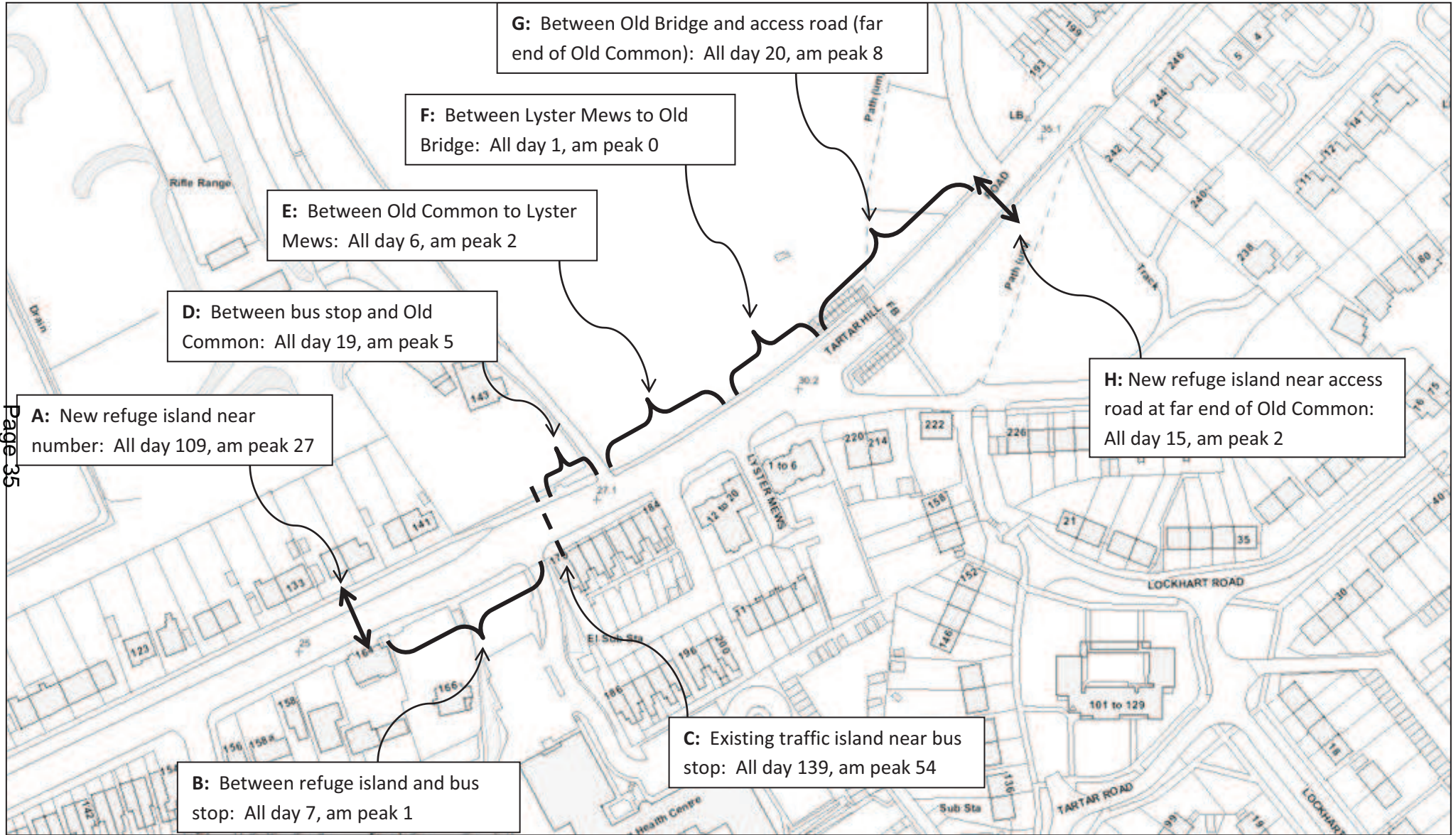
9.3 Members are asked to note the content of this report

10. WHAT HAPPENS NEXT:

10.1 Nothing is proposed as this report is for information only.

-
- **Contact Officer:** Nick Healey, Area Team Manager (NE)
 - **Consulted:** None.
 - **Annexes:** 1
 - **Sources/background papers:** None.
-

This page is intentionally left blank



This page is intentionally left blank

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)



SURREY

DATE: 8TH DECEMBER 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 asked to work with the Area Team Manager to identify their Divisional Programmes for 2015-16.

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

- (i) Authorise the Area Team Manager in consultation with the Chairman, Vice Chairman, and relevant Divisional Member, to advertise the necessary Legal Order to establish a 30mph speed limit in Fairmile Park Road, and to implement the change in speed limit if there are no significant objections (paragraph 2.6 refers);
- (ii) Approve the introduction of two new Bus Stop Clearways in Hurst Road, East Molesey (paragraph 2.8 refers);
- (iii) Authorise the Area Team Manager in consultation with the Chairman, Vice Chairman, to decide Divisional Programmes for next Financial Year, in the event that individual Divisional Members have not indicated their priorities by 31st December 2014 (paragraphs 2.17 to 2.20 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:

Recommendations are made to enable the 2015-16 Highways programmes funded by the Local Committee to be decided in good time to facilitate timely delivery of those programmes.

1. INTRODUCTION AND BACKGROUND:

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

1.2 The Local Committee in Elmbridge has been delegated Highway budgets in the current Financial Year 2014-15 as follows:

- Local Revenue: £266,600
- Community Enhancement: £45,000
- Capital Integrated Transport Schemes: £202,084
- Capital Maintenance: £202,084
- Capital overspend carried forward from 2013-14: -£13,000
- **Total: £702,768**
(2014-15 budget £715,768 minus 2013-14 carry forward £13,000)

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

2. ANALYSIS:

Annual Local Revenue and Capital Programmes

2.1 In September 2013 Committee approved the 2014-15 budget allocations shown in Table 1 below:

Table 1 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, extra vegetation. The Community Gang would be funded from this allocation.	£175,000
Street Smart	£40,000
Divisional Allocations	£500,768 (£55,641 per Division)
Total	£715,768

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

2.2 Table 2 below details those schemes from the 2013-14 Divisional Programmes that were carried forwards into 2014-15.

Table 2 2013-14 schemes carried forwards into 2014-15

Location	Proposed works	Carried forward cost	Status
St Peter's Road, West Molesey	New drainage system	£23,700	Now complete.
Windmill Lane, Thames Ditton	Carriageway recycling	Centrally funded	Now complete.
Oatlands Drive, Walton	Cycle lanes and traffic calming	£21,000	Now complete.
Oatlands Chase	New footway and mobility ramps	£27,500	Now complete.
Church Street, Cobham	Weight restriction	£7,400	Complete – residual cost from 2012-13 scheme
Winterdown Road	LSR	£18,000	Complete – residual cost from 2013-14 scheme
Total carried forward cost		£97,600	

2014-15 Divisional Programmes

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

2.4 Table 3 details progress with the Divisional Programmes for this Financial Year 2014-15:

Table 3 2014-15 Divisional Programmes

Location	Proposed works	Cost	Status (<i>at time of writing</i>)
Eastcote Avenue, West Molesey	LSR, whole road	£42,300	Complete.
Fleetside, West Molesey	Mobility Ramps	£tbc	Unlikely to go ahead this FY.
TBA in West Molesey	Mobility Ramps	£tbc	Unlikely to go ahead this FY.

ITEM 9

Location	Proposed works	Cost	Status <i>(at time of writing)</i>
Holstein Avenue, Weybridge	LSR, whole road	Funded by 2013-14 Winter Damage programme	Complete
Weybridge Station	Drainage investigation and repair	To be funded by Drainage Condition budget	Initial drainage investigation complete. Follow up works being arranged.
Heath Road, Weybridge	Improve cycle route from Station to Town Centre (Part of Weybridge Station study)	£20,000	Feasibility study in progress.
Stoke Road, Cobham	Reduce speed limit to 30mph	£10,000	Traffic Order imminent. Due to implement in Q4. £10,000 CIL funding approved.
Fairmile Lane, Cobham	Casualty reduction scheme at junction with Miles Lane	£45,800	Complete. £22,500 CIL funding approved.
Heath Ridge Green, Cobham	LSR, entrance plus first 25m	-	Walkthrough complete – no works needed.
Links Green Way, Cobham	LSR, entrance plus first 25m	£7,400	Ordered – awaiting programming.
Blundell Lane, Cobham, near Stoke Road	Extend footway	£10,000	Complete. <i>Funded from PIC contributions.</i>
Fairmile Park Road, Cobham	Speed Limit Review	£5,000	See comments below. <i>To be funded from Cllr Lewis's non-Highways allocation.</i>
Burwood Road, Hersham	Safety Improvements	£55,000	Zebra Crossing under construction. £85,000 CIL funding approved for further works.
Blakeden Drive, Claygate	LSR	£42,000	Complete
Brookfield Gardens, Claygate	Treatment TBC, whole road	-	Unlikely to go ahead this FY.
The Roundway, Claygate	Micro Asphalt, whole road	£14,250	Complete.
TBA in Oxshott, Claygate and Hinchley Wood	Mobility Ramps	£tbc	Unlikely to go ahead this FY.

Location	Proposed works	Cost	Status <i>(at time of writing)</i>
Wolsey Road and Wolsey Grove, Esher	LSR	£73,500	Complete
Esher Park Avenue	New parking space(s)	£1,700	Complete. <i>To be funded from Cllr Selleck's non-Highways allocation.</i>
Walton Road / Bridge Road / Esher Road, East Molesey	LSR	£21,400	Ordered – awaiting programming.
Long Ditton Schools	School safety measures	£22,700	First phase complete. £90,500 CIL funding approved for further works.
Thames Ditton Fountain	Overrun protection measures	£7,000	Feasibility study needed to investigate more substantial scheme.
Pound Close, Thames Ditton	Minor repairs	Revenue funded	Need to agree extent.
Rydens Road, Walton South	New pedestrian crossing	£5,000	Detailed design complete. Construction abandoned due to safety concerns. Alternative scheme being considered in consultation with Members.
Millbrook, Weybridge	LSR, whole road	Funded by 2013-14 Winter Damage programme	Complete.
Lindley Road, Walton	Footway	-	Site inspected – no work needed.
Castle Road, Weybridge	Footway	£12,000	Walk through complete – awaiting works order.
Cedar Grove, Oatlands Park	Footway	£4,000	Walk through complete – awaiting works order.
TBA in Walton South and Oatlands	Mobility Ramps	£7,000	Cllr Samuels requested locations to be decided with local input. Works complete.
Danes Hill, Oxshott	Pedestrian Crossing	£30,000	Complete. <i>Funded by Danes Hill School</i>
Total value of 2014-15 Divisional Programmes		Approximately £436,050	

ITEM 9

- 2.5 The total value of the capital programme, including the carried forward costs and the 2014-15 Divisional Programmes, is estimated to be **£533,650**. This includes up to £32,500 CIL funding, £10,000 PIC funding, a £30,000 contribution from Danes Hill School, and £13,100 from Members' non-Highways funding. The total programme value will shift as costs of individual schemes are confirmed.
- 2.6 The speed assessment for the Fairmile Park Road, Cobham, Speed Limit Review is now complete. In accordance with Surrey County Council's speed limit policy Fairmile Park Road may be reduced to 30mph without any supporting measures. It is recommended to reduce the speed limit to 30mph, between the junction with Miles Lane and the junction with Lebanon Drive. Annex 1 provides further details, including the full speed assessment and comments from Surrey Police.
- 2.7 Officers will keep the Chairman, Vice Chairman and appropriate Divisional Member updated as the remaining schemes are delivered, taking decisions as necessary to ensure the programmes are delivered, and cost variations managed. If necessary and as approved by Committee in September 2014 the Area Team Manager will identify and prioritise reserve schemes to ensure the remainder of this Financial Year's budgets are fully invested in the road network in Elmbridge, in consultation with the Chairman, Vice Chairman, and relevant Divisional Member(s).

Bus Stop Clearways in Hurst Road

- 2.8 At the request of the Divisional Member, officers have investigated the obstruction of bus stops in Hurst Road, East Molesey. Annex 2 detailed two bus stops that are regularly obstructed, and which would benefit from Bus Stop Clearways. These are enforceable restrictions that would encourage drivers to park so as not to obstruct the bus stops, and would facilitate the issuing of Penalty Charge Notices in the event of non-compliance. It is recommended to introduce the two Bus Stop Clearways as described in Annex 2.

Programme Monitoring and Reporting

- 2.9 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.

Customer Services update

- 2.10 Following the extremely high volume of enquires in the first part of the year, the second and third quarters have seen a steady reduction. This is to be expected given the time of year but overall volumes remain high with over 118,000 received for the calendar year to date, giving an average of approximately 13,100 per month, down from 14,600 in the second quarter.
- 2.11 For Elmbridge specifically, 13,024 enquiries have been received since January of which 5,951 were directed to the local area office for action, 96% of these have been resolved. This response rate is slightly above the countywide average of 95%. Although the response rate remains fairly high, we are working hard in conjunction with our contractors to improve the service we provide. This includes the launch of a new customer enquiry and works scheduling system and revised customer service KPIs.

2.12 Through the Customer Service Excellence project we are also seeking to improve the accessibility of information and advance notification of roadworks. As part of which we have recently moved our roadwork information to a new website; www.roadworks.org that also contains information on work being undertaken by utility companies. Customers can sign up to receive alerts and provides a fuller picture of the work in an area.

2.13 Although there have been a reduction in customer contacts, complaints have remained high with 308 at Stage 1 for the 9 months to the end of September compared to 208 for the first half of the year. The North East area including Elmbridge have received 61. The main reasons for these being communication and the failure to carry out works to either the required standard or timescale. In addition 10 complaints have been escalated to Stage 2 of which we were found to be at fault in four. Seven complaints have been made to the Local Government Ombudsman about the Service, none of which have been upheld.

Parking update

2.14 The 2014 review proposals were advertised at the end of October 2014. Deadline for comments/objections is 28th November 2014.

Operation Horizon and Project 400 update

2.15 The Operation Horizon and Project 400 programmes of major resurfacing are available on the Surrey County Council website here: www.surreycc.gov.uk/roads-and-transport/road-maintenance-and-cleaning/our-planned-maintenance.

2.16 Officers are preparing a programme of minor resurfacing (LSR) as part of the Project 400 flooding and winter damage repair programme. This £3M (£250,000 for Elmbridge) LSR programme will be circulated to Members as soon as possible. At the present time officers are assessing sites, calculating costs, and assembling the programme.

Priorities for 2015-16

2.17 It is assumed that the Highways budgets available to Committee in 2015-16 will be the same as in the current Financial Year, giving a total combined Capital and Revenue budget of £715,768. Members should note that historically Local Committees' budgets have fluctuated significantly. There is therefore a risk that when the budgets are set for 2015-16 they could be significantly less than the current Financial Year. Nevertheless to facilitate timely planning and delivery of next Financial Year's programmes, it is necessary to make a reasonable assumption and timely decisions.

2.18 Table 4 below shows the budget allocations that were approved by Committee in September 2014 for the next Financial Year 2015-16.

Table 4 Approved allocation of budgets for 2015-16

Approved allocation	Amount
Pooled Revenue To cover various revenue concerns across the Borough for example: drainage and ditching, patching and kerb works, parking, minor safety schemes, extra vegetation. The Community Gang would be funded from this allocation.	£175,000
Street Smart	£40,000
Divisional Allocations	£500,768 (£55,641 per Division)
Total	£715,768

2.19 At the time of writing officers are preparing recommendations for each Divisional Member for spending their respective Divisional Allocations. The recommendations will be based on a list of suggestions maintained by officers on behalf of Members; drawn in the main from Members' and residents' requests, officers' observations, and questions and petitions presented to Committee. It is intended to provide these recommendations to Divisional Members by the end of November 2014.

2.20 Members are asked to indicate their priorities for next Financial Year's Divisional Programmes as soon as possible, to enable officers to plan for the delivery of next Financial Year's programme of works. In the event that Divisional Members do not indicate their priorities in good time to finalise next Financial Year's programme it is recommended to authorise the Area Team Manager to decide Divisional Programmes on their behalf, in consultation with the Chairman and Vice Chairman. It is recommended to set a deadline of 31st December 2014 for Divisional Members to indicate their priorities.

3. OPTIONS:

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

4. CONSULTATIONS:

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

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

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

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

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

7. LOCALISM:

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

8. OTHER IMPLICATIONS:

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

9. CONCLUSION:

9.1 This Financial Year's programmes are being delivered.

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

10. WHAT HAPPENS NEXT:

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

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

Consulted: N / A.

Annexes: 2

Sources/background papers: None.

This page is intentionally left blank

1. INTRODUCTION

- 1.1 D6853 Fairmile Park Road has been assessed as a local access road within Surrey's highway network, between its junction with Miles Lane and the junction with Lebanon Drive.
- 1.2 D6853 Fairmile Park Lane is a relatively narrow residential road with numerous bends, lacking any form of provision for pedestrians.
- 1.3 Surrey's policy for determining speed limits was updated in June 2014. This is an 8 step approach consisting of:
- Step 1 – Request to change speed limit is received.
 - Step 2 – Measure existing speeds and analyse road casualty data.
 - Step 3 – Compare the existing speeds with the suggested new speed limit.
 - Step 4 – Conduct feasibility of supporting engineering measures.
 - Step 5 – Consult with Surrey Police Road Safety and Traffic Management Team.
 - Step 6 – Local Committee decision and allocation of funding
 - Step 7 – Advertisement of legal speed limit order and implementation.
 - Step 8 – Monitoring of success of scheme
- 1.4 There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources. It is also important to set reasonable speed limits to ensure consistency across the country.

2. ANALYSIS

2.1 Speed data for this location has been assessed.

2.2 The results are shown in the following table:

Road	Average daily flow	Average 85%ile speed (mph)	Average mean speed (mph)
D6853 Fairmile Park Road	N/A	24.93	22.04

2.3 There have been no personal injury collisions on the section of D6853 Fairmile Park Road under assessment. Below is a table indicating the collisions between January 1987 and end of March 2014:

Location	Collisions	Date	Nature
D6853 Fairmile Park Road	0	N/A	N/A

2.4 Under Step 3 of the policy, the table below compares the existing speed limit against the requested limit, the existing mean speed and the threshold mean speed. If the existing mean speed is less than or equal to the threshold mean speed the new speed limit may be introduced without additional measures.

Road	Current limit	Requested limit	Existing mean speed	Threshold mean speed
D6853 Fairmile Park Road	60 mph	30 mph	22.04 mph	32.8. mph

2.9 As the predicted mean speed is below the threshold for the scenario (see Table 2 of the policy), the speed limit reduction can be installed without the requirement of supporting engineering measures.

2.10 After at least three months following implementation of the scheme, another speed survey will be commissioned by the Area Highways Team to check whether the scheme has been successful in reducing vehicle speeds towards compliance with the new lower speed limit. If the scheme has not been successful in reducing speeds to a level below the threshold contained within Table 2 of the policy, then the Area Highway Manager will submit a further report to the local committee for consideration and decision. The report will include a summary of the before and after speed surveys and consideration of any further engineering measures that may be possible to encourage greater compliance with the new

speed limit. An alternative could be to remove the new lower speed limit and return to the original or different, higher speed limit.

3. CONSULTATION

- 3.1 Consultation has been carried out with Surrey Police Road Safety and Traffic Management Team, whose comments are reproduced below.

I am a Road Safety and Traffic Management officer for Surrey Police and I am authorised to respond on behalf of the Chief Constable to the proposal to reduce the speed limit on the D6853 Fairmile Park Road, Cobham, Surrey, from the national speed limit to 30mph.

Surrey Police have no objections to the proposal

- 1.1 Surrey Police fully support the Surrey County Council speed limit policy document “*Setting Local Speed limits – Surrey County Council’s policy*” and the corresponding DfT document 01/2013 “*Setting local speed limits.*”
- 1.2 I am grateful for the provision of the speed data that has been collected at various locations along this stretch of road and I am confident that the data represents a fair reflection of the actual speeds of traffic.
- 1.3 Based on the data obtained from Surrey County Council indicating that the current average speeds are around 22mph, the criterion for a reduction in the speed limit, without the need for supporting measures, has been met.
- 1.4 A reduction of the speed limit to 30mph would not place any demand on police enforcement resources and would be consistent with the limits on the surrounding roads.
- 1.5 Such consistency assists drivers to make informed judgements as to their speeds and ultimately leads to greater compliance and this is clearly something that we as the enforcement authority completely support.

I wish the scheme every success and hope that it reinforces and sustains the current collision free environment that exists at this location.

In view of all the above I am happy to support the proposed speed limit reduction

Christopher D Cannon

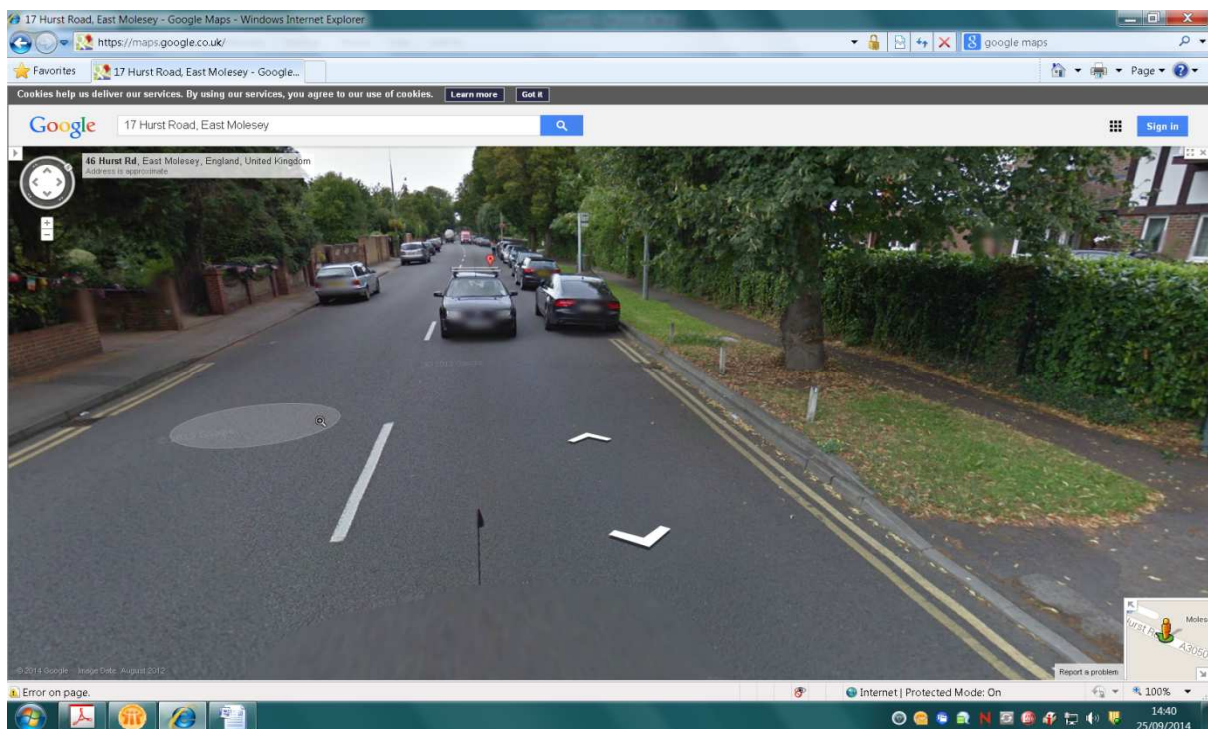
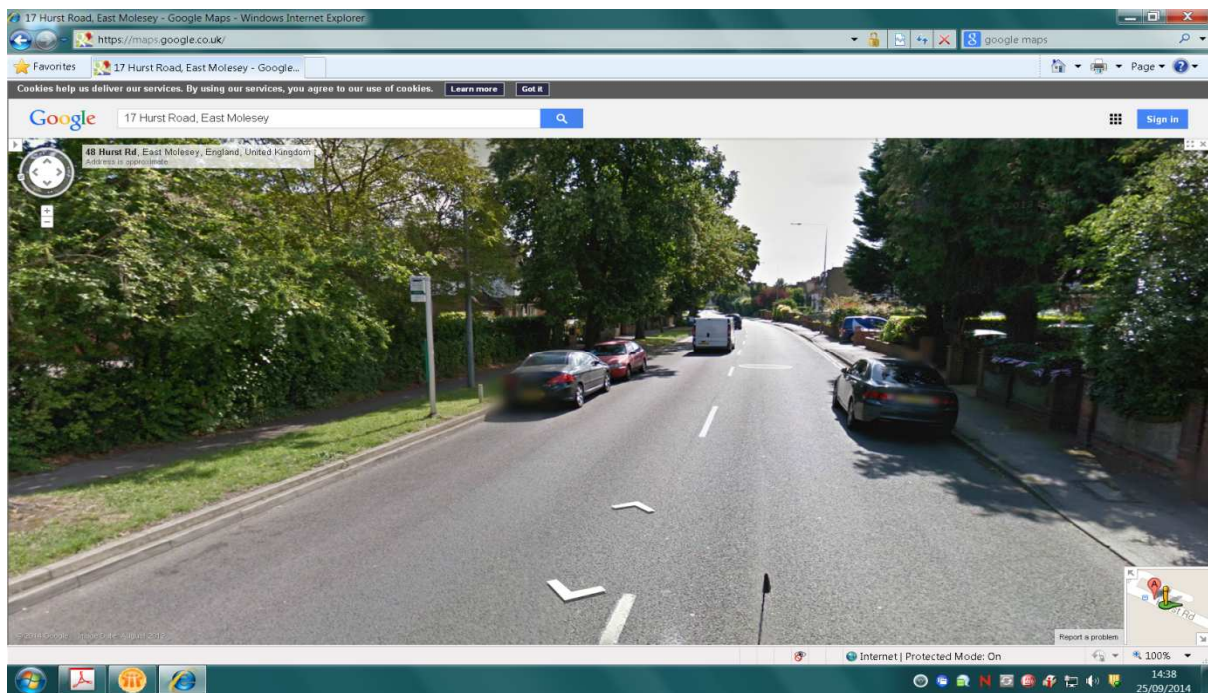
BSc (Hons), BSc (Open)

Dip Soc Sci (Open), Cert HSC (Open), Cert Mngt Care (Open)

Road Safety and Traffic Management Team

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

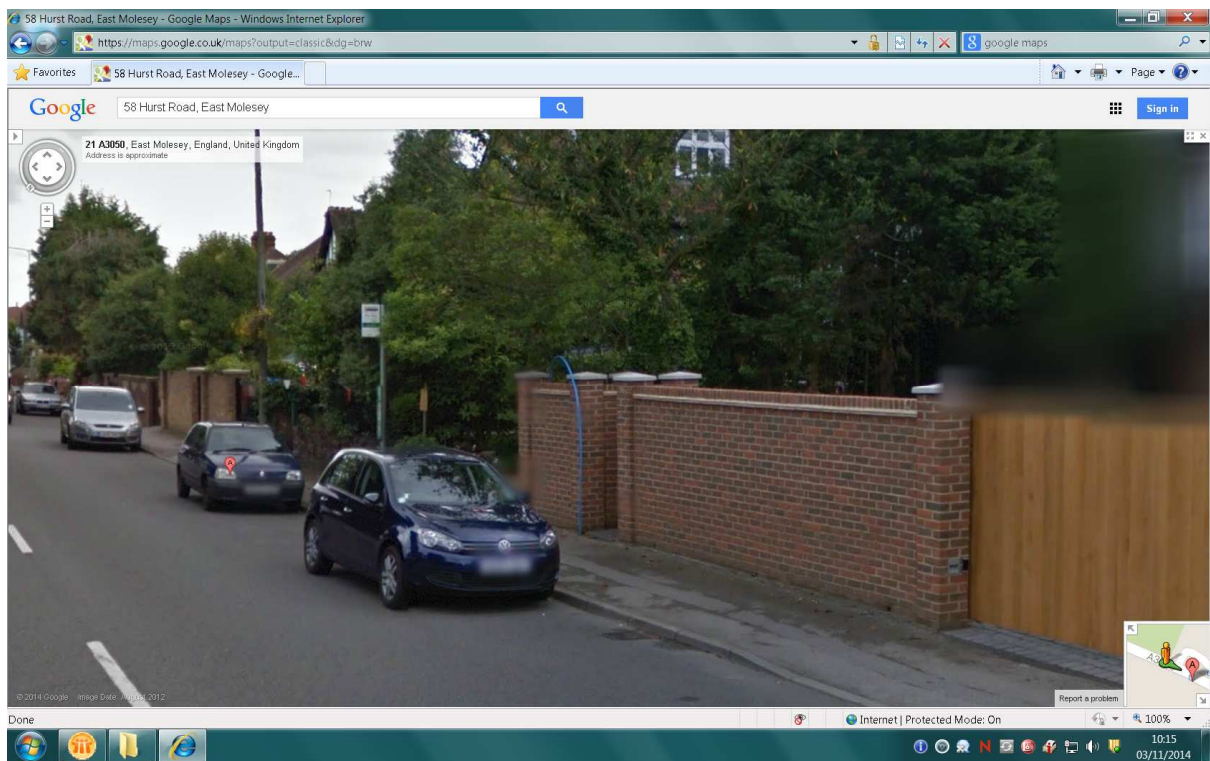
Existing Bus Stop Adjacent to Properties 17-27 Hurst Road East Molesey



At this bus stop the double yellow lines end at the bus stop. For this reason the bus stop is regularly obstructed by parked vehicles, preventing bus from accessing the kerb.

Proposal : to mark out a bus stop cage to TSRGD diagram 1025.1. This will enable a ‘bus stop clearway’ to be introduced giving the buses uninterrupted access to the boarding area. The times of restriction to be : no stopping at anytime which is appropriate to the operating times of the bus service (this follows Department of Transport guidance for introducing clearways)

Existing Bus Stop Adjacent to Properties 58-60 Hurst Road East Molesey



This bus stop is also regularly obstructed by parked vehicles.

Proposal : to mark out a bus stop cage to TSRGD diagram 1025.1. This will enable a 'bus stop clearway' to be introduced giving the buses uninterrupted access to the boarding area. The times of restriction to be : no stopping at anytime which is appropriate to the operating times of the bus service (this follows Department of Transport guidance for introducing clearways)

SURREY COUNTY COUNCIL
LOCAL COMMITTEE (ELMBRIDGE)



DATE: 8 DECEMBER 2014

**LEAD OFFICER: DAVID CURL - PARKING STRATEGY & IMPLEMENTATION
 MANAGER (SURREY COUNTY COUNCIL)
 ANTHONY JEZIORSKI - HEAD OF ENVIRONMENTAL
 SERVICES (ELMBRIDGE BOROUGH COUNCIL)**

**SUBJECT: ON-STREET PARKING ENFORCEMENT AGENCY
 2013/14 PERFORMANCE REVIEW**

DIVISION: ALL

SUMMARY OF ISSUE:

Elmbridge Borough Council undertakes on-street parking enforcement in Elmbridge on behalf of the County Council under a formal Agency Agreement. This report details the performance of the Agency during 2013/14.

RECOMMENDATIONS:

The Local Committee (Elmbridge) is asked to:

- (i) **note the report**

REASONS FOR RECOMMENDATIONS:

Waiting and parking restrictions that are suitably/adequately enforced will help to:

- Improve road safety
- Increase access for emergency vehicles
- improve access to shops, facilities and businesses
- Increase access for refuse vehicles and service vehicles
- Ease traffic congestion
- Better regulate parking

The Local Committee can contribute towards these objectives in partnership with the Borough Enforcement Team.

1. INTRODUCTION AND BACKGROUND:

- 1.1 In January 2013 the Council entered in to a 5-year Agency Agreement with Elmbridge Borough Council under which the Borough Council carries out parking enforcement and penalty notice processing with regard to on-street parking controls i.e. yellow lines, on-street 'pay and display' and resident parking schemes.
- 1.2 Under the terms of the Agency, the County Council receives an 80% share of any operational surplus in the Agency Account, with 60% retained by the Local Committee. The Borough Council retains 20% of any operation

surplus and is liable for any deficit. Members will note under parking legislation any such surplus can only be spent on transportation matters.

- 1.3 The Borough Council operates a Parking Enforcement Contract with NSL Ltd that incorporates and combines the on-street enforcement undertaken under the Agency Agreement with the enforcement of the off-street parking controls in the Borough Council's pay and display car parks. A combined enforcement function allows for operational synergies and efficiencies to be fully exploited.
- 1.4 Under the Agency the Borough Council is required to report on the operational performance, key performance indicators and similar matters to enable the Local Committee to have an oversight and monitoring role.

2. ANALYSIS:

- 2.1 **Financial:** The 2013/14 out-turn is as follows:

Revenue Expenditure:	£	£
Notice Processing	138,737	
NSL Enforcement	247,758	
Overheads	98,876	
Adjudication	12,142	
Other	2,806	
	500,320	500,320
Revenue Income:		
Pay & Display		(107,621)
Penalties		(464,229)
Permits		(106,046)
Other		(23,611)
Net Surplus		(201,187)

Surplus Share:		£
Surrey County Council	20%	40,237
Local Area Committee	60%	120,712
Elmbridge Borough Council	20%	40,237

- 2.2 **Key Operational Indicators:** In addition to the financial information above a number of key performance indicators are detailed at Annex 1.
- 2.3 **Penalties issued per month:** An additional parking enforcement officer was deployed at the start of the summer to bring the deployment level up to an equivalent of 5 civil enforcement officers. Since that time the number of penalties issued has been consistent.
- 2.4 **Penalty Locations:** In general each town centre is patrolled throughout the day by a Civil Enforcement Officer as part of their scheduled duties. Other

www.surreycc.gov.uk/elmbridge

duties include the patrol of the Borough Council's town centre car parks although this is not part of or charged to the Agency Agreement. The higher incidence of penalties in these heavily trafficked areas reflects.

- 2.5 **Penalty Issue Rate:** The number of penalties issued per hour reflects the effectiveness of deployment. A rate around 1.5 per hour is considered satisfactory. Throughout the year limited enforcement is also undertaken during evenings (mainly Fridays), early mornings and on Sundays (with the exception of August due to the cycle events). Enforcement during these times is limited to illegal parking on double yellow lines where no parking at any time applies.
- 2.6 **Penalty Charge Blue Badge Bays:** The graph shows the number of penalties issued each month for failing to display a blue badge whilst parking in 'Blue' Badge' bay.
- 2.7 **Pay and Display Machines:** There are 7 pay and display machines in operation at the on-street pay and display scheme on Station Avenue and Mayfield Road, Walton-on-Thames. These machines are now close to the end of their operational life and discussions are underway to replace them with modern new machines that will allow for cashless payment methods such as card and contactless methods. In addition to the use of pay and display machines, a 'pay by phone' service now operates at Station Avenue under which drivers can pay to park via an on-line account accessed and operated via a mobile phone and or the internet.

3. CONSULTATIONS:

- 3.1 The Elmbridge Parking Task group met on the 24 October 2014 and considered an early draft of the report.

4. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 4.1 The purpose of enforcing waiting restrictions is to help achieve compliance. Similarly parking charges are intended to help enforcement and improve turnover of high demand spaces. Parking enforcement is not intended to raise income; however it is reasonable to aim to carry out enforcement without operating at a deficit.
- 4.2 The income and expenditure for on street parking enforcement is shown in paragraph 2.1.
- 4.3 If a surplus is generated on the borough parking account it has been agreed that it will be split:
- 60% to the local committee
 - 20% to the enforcement authority (borough council)
 - 20% to the county council
- 4.4 The local committee can decide how the 60% share of any surplus income derived in their area can be used within the confines of legislation.

ITEM 10

- 4.5 The Local Committee can request and fund (from budgets at their disposal) additional 'out of hours' enforcement if this is considered appropriate.
- 4.6 Any surplus generated from managing on street parking can only be used as defined under S55 of the Road Traffic Regulation Act 1984 (as amended). This restricts use of any surplus for the maintenance and/or improvement of the Highway including environmental works or additional parking provision.

5. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 5.1 Effective parking restrictions and enforcement can assist accessibility for those with visual or mobility impairment by reducing instances of obstructive parking. Parking restrictions also allow blue badge holders better access to shops and services through the provision and enforcement of disabled bays.

6. LOCALISM:

- 6.1 Communities are represented by county councillors and committee members who are involved in the decision making process to change or introduce new parking restrictions and will now have more involvement in the enforcements of them.

7. CRIME AND DISORDER IMPLICATIONS

- 7.1 There should be fewer instances of obstructive and dangerous parking as a consequence of effective parking enforcement.

8. CONCLUSION AND RECOMMENDATIONS:

- 8.1 Changes to the use of the highway network, the built environment and society mean that parking behaviour changes. It is necessary for a Highway Authority to carry out regular reviews of waiting and parking restrictions on the highway network and provide adequate enforcement. This will help to:

- Improve road safety
- Increase access for emergency vehicles
- Improve access to shops, facilities and businesses
- Increase access for refuse vehicles and service vehicles
- Ease traffic congestion
- Better regulate parking

9. WHAT HAPPENS NEXT:

- 9.1 The Local Committee will receive a report with recommendations for use of its share of the surplus at a later meeting.

Contact Officer: Mark Carpenter, Parking Manager, Elmbridge Borough Council
David Curl, Team Manager, SCC Parking Team

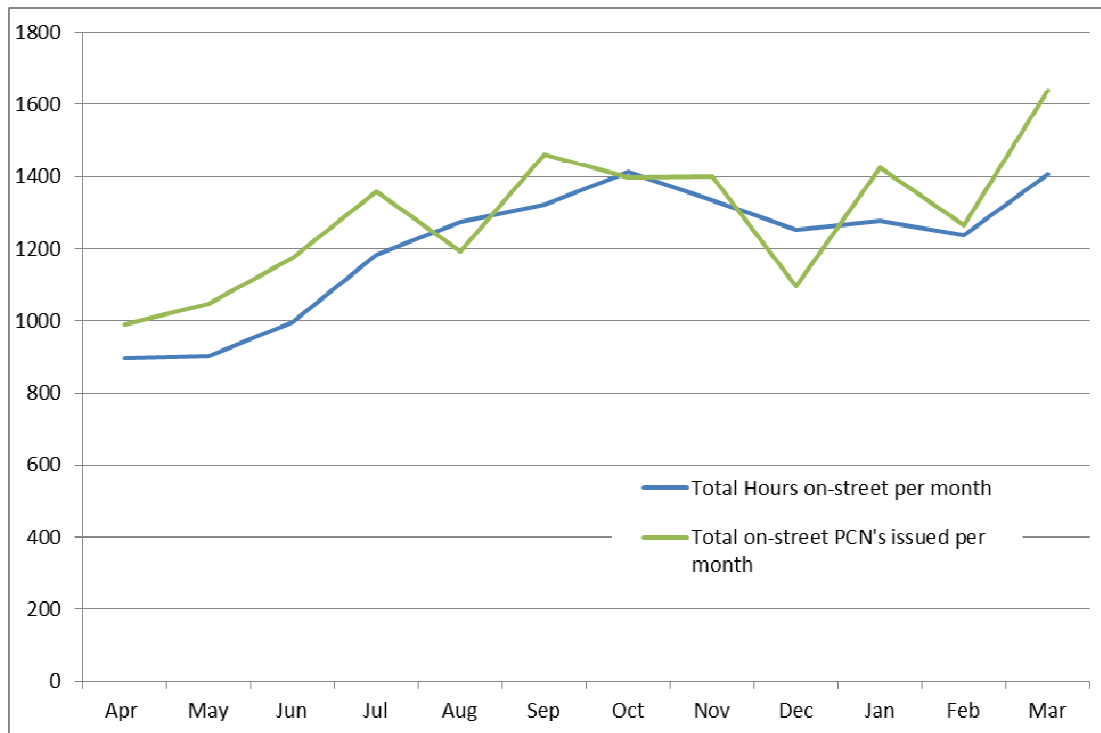
Consulted: Parking task group.

Annexes: one

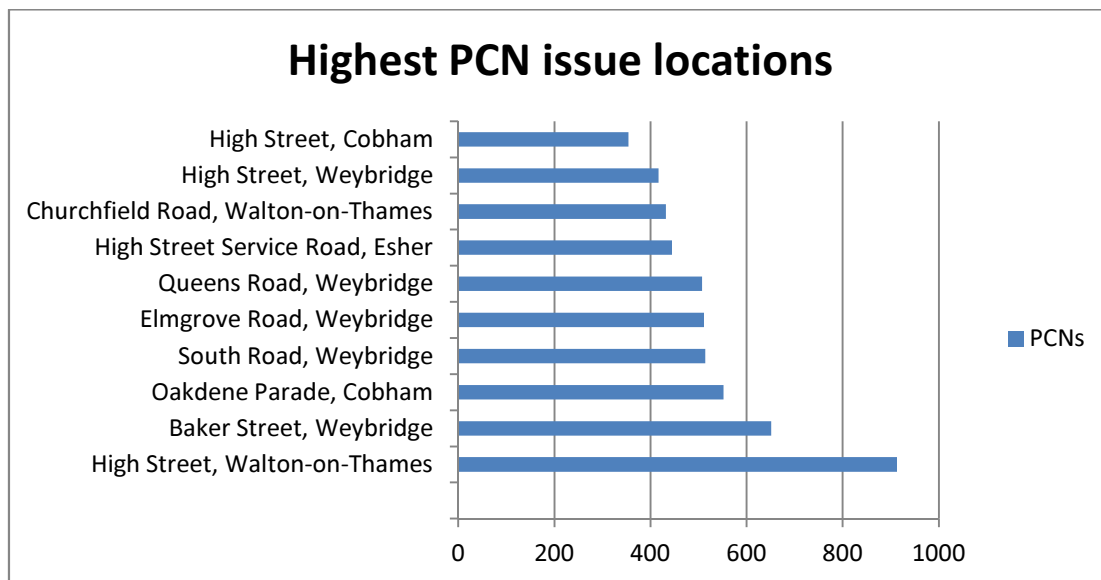
Sources/background papers:

Annex 1: On Street Enforcement Key Performance Information 2013/14:

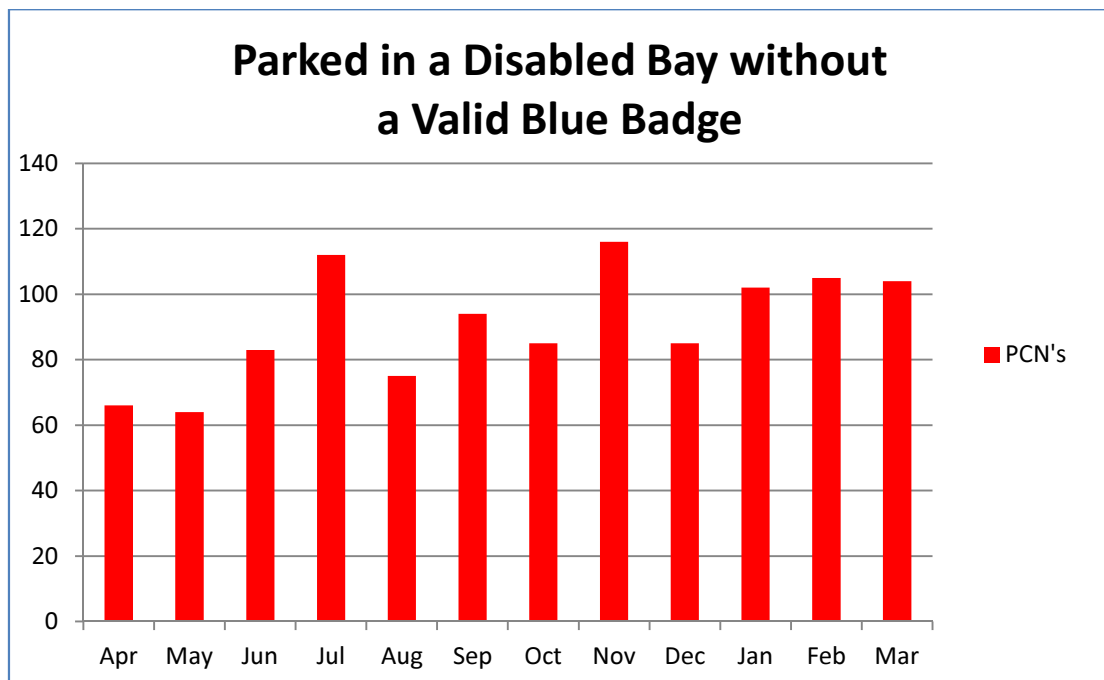
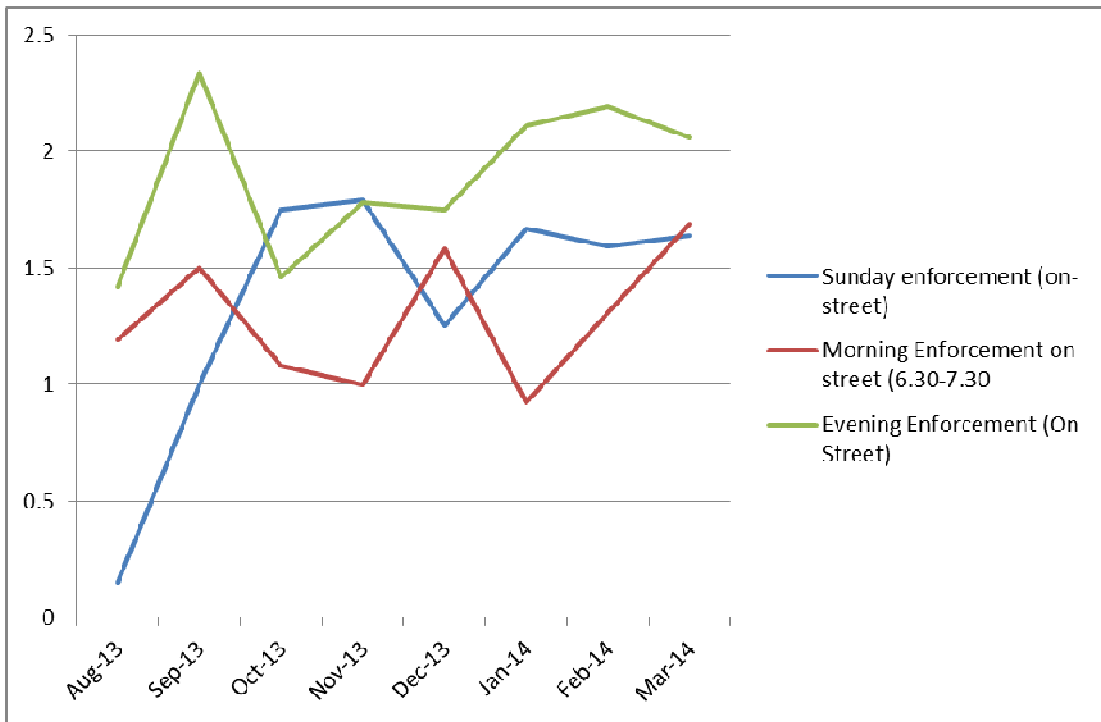
Penalties Issued Per Month:



Penalties Location:



Penalty Issue Rate Per Hour:



This page is intentionally left blank

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)

DATE: 8 DECEMBER 2014

LEAD OFFICER: SANDRA BROWN

SUBJECT: LOCAL COMMITTEE & MEMBERS' ALLOCATION FUNDING – UPDATE

DIVISION: ALL



SUMMARY OF ISSUE:

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

For the financial year 2014/15 the County Council has allocated £10,300 revenue funding to each County Councillor and £35,000 capital funding to each Local Committee. This report provides an update on the projects that have been funded since April 2014 to date.

RECOMMENDATIONS:

The Local Committee (Elmbridge) is asked to note:

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

REASONS FOR RECOMMENDATIONS:

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

1. INTRODUCTION AND BACKGROUND:

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

2. RECENT PROJECTS:

- 2.1 Two examples of recent projects:

Esher & District Citizens Advice Bureau office lighting

Esher CAB provides free, confidential and impartial advice to the residents and workers of Elmbridge. Its main office is Harry Fletcher House, located in the Civic Centre car park, Esher and is leased by Elmbridge Borough Council. Recently, some of the light tubes in the main staff office needed replacing. Thanks to a £300 contribution from Councillor Stuart Selleck, the tubes were replaced without an impact on the finances of the CAB.

Claygate millennium signage

On June 4, the millennium sign at the junction of Hare Lane and the Parade in Claygate slid down its post, causing damage to the tiled roof. A contribution of £1000 from Councillor Mike Bennison's Members' Allocation has gone towards the cost of repairing the sign so that it will continue to benefit the vicinity.

3. ANALYSIS:

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

4. OPTIONS:

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

5. CONSULTATIONS:

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

6. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

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

7. EQUALITIES AND DIVERSITY IMPLICATIONS:

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

8. LOCALISM:

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

9. OTHER IMPLICATIONS:

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

vulnerable children and adults	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, 01372 832605.

Consulted:

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

Annexes:

Annex 1 – The breakdown of spend to date per County Councillor, including the breakdown of spend to date per County Councillor of the Local Committee Budget.

Sources/background papers:

- All bid forms are retained by the Community Partnerships Team

Elmbridge 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	CAPITAL	DATE PAID
Mike Bennison	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£10,300.00	£3,888.00	
	EF700236054	Love of Learning	Staying Connected through the Arts Workshops - Hinchley Wood & Claygate	£1,000.00		13.06.2014
	EF300392213	SCC, Corporate Parenting	Looked After Children Fund	£500.00		
	EF700242776	Claygate Royals Football Club	Claygate Royals FC Summer Soccer School	£500.00		08.08.2014
	EF700248613	Claygate Parish Council	Replacement foot crossing	£1,000.00		
	EF700247921	Claygate Allotment Holders Associati	Secure shed at Telegraph Lane Allotments	£350.00		24.09.2014
	EF300392101	SCC, Highways Department	The Roundway resurfacing		£3,888.00	
	EF800246565	St Christopher's PCC	Hinchley Wood Community Hub	£1,000.00		
	EF700257425	Claygate Parish Council	Noticeboard	£300.00		
	EF800250434	Claygate Parish Council	Tree replacements	£500.00		
EF800243352	Claygate Parish Council	Repair to Millennium sign, Claygate	£1,000.00			
		BALANCE REMAINING	£4,150.00	£0.00		

				REVENUE	CAPITAL	DATE PAID
Peter Hickman	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£10,300.00	£3,888.00	
	EF800232198	Head2Head Theatre	Mischief in the Wild Woods - Multi Sensory Drama Children with Disabilities	£387.00		26.06.2014
	EF700241525	H. Court Way Allotments Assoc.	Waterpipe Replacement on Hampton Court Way Allotment Site	£600.00		08.08.2014
	EF300392213	SCC, Corporate Parenting	Looked After Children Fund	£500.00		
	EF800237485	Thames Ditton School	Energy monitoring equipment	£4,000.00		24.10.2014
	EF700247912	TDHSRA	Thames Ditton Christmas Fair	£821.88		
	EF400202307	SCC, Highways	St Leonards Road lighting upgrade		£2,576.69	
	EF700252373	Long Ditton Residents' Association	Long Ditton Christmas trees	£600.00		
	EF800243103	Drop in and Play	Drop in and Play Christmas event	£670.00		
			BALANCE REMAINING	£2,721.12	£1,311.31	

				REVENUE	CAPITAL	DATE PAID
Margaret Hicks	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£10,300.00	£3,888.00	
	EF400197385	The Eikon Charity	Large Projector Screen for Walton Youth & Community Centre		£207.60	22.07.2014
	EF300392213	SCC, Corporate Parenting	Looked After Children Fund	£500.00		
	EF800238002	St Peter's Church	Hall roof repair		£500.00	20.08.2014
	EF700243393	Enigma Theatre	Bernard Shaw's Pygmalion	£500.00		18.08.2014
	EF400204513	SCC, Highways Department	Charlton Avenue trees		£2,569.00	
	EF800244390	Hersham Youth Trust	Canopy project	£1,500.00		
		BALANCE REMAINING	£7,800.00	£611.40		

				REVENUE	CAPITAL	DATE PAID
Rachael I Lake	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£10,300.00	£3,888.00	
	EF700238069	Touch Tennis Pro Ltd	Touch Tennis - All England Event on June 28th at Leisure Live	£250.00		19.06.2014
	EF700243444	Walton Heritage Day Committee	Walton Heritage Day	£574.00		27.10.2014
	EF700251692	Walton Business Group	Walton Christmas festival of lights	£500.00		30.10.2014
	EF800239731	Touch Tennis Pro Ltd	Touch Tennis - Lower Green Leisure Centre, Esher	£2,000.00		06.10.2014

Elmbridge 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.

ITEM 11

BALANCE REMAINING				£6,976.00	£3,888.00	
	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	CAPITAL	DATE PAID
Mary Lewis				£10,300.00	£3,888.00	
	EF400192523	SCC, Highways Department	Fairmile Park Road, Cobham - Speed Limit	£1,112.00		23.04.2014
	EF400192523	SCC, Highways Department	Fairmile Park Road, Cobham - Speed Limit		£3,888.00	30.04.2014
	EF700230937	Stoke D'Abernon RA	Station Road, Stoke D'Abernon - Service Road Repair	£300.00		19.05.2014
	EF800235834	Homestart Elmbridge	PR/Marketing Profile Raising	£450.00		01.08.2014
	EF300387473	SCC, Highways Department	Downside Lorry Signage	£200.00		08.10.2014
	EF300392213	SCC, Corporate Parenting	Looked After Children Fund	£500.00		
	EF700258068	Stoke D'Abernon Residents' Associat	Community debriiliator	£250.00		
	EF800237363	Love of Learning	A six week course delivered to unemployed women	£500.00		08.08.2014
			BALANCE REMAINING	£6,988.00	£0.00	
Christian Mahne				REVENUE	CAPITAL	DATE PAID
				£10,300.00	£3,888.00	
	EF800232198	Head2Head Theatre	Mischief in the Wild Woods - Multi Sensory Drama Children with Disabilities	£387.00		26.06.2014
	EF800233017	Touch Tennis Pro Ltd	Touch Tennis - All England Event on June 28th at Leisure Live	£1,000.00		29.06.2014
	EF400197352	SCC, Highways Department	Grit Bin at Locke King Road/Edge Close, Weybridge	£1,040.00		23.07.2014
	EF800235406	Homestart - Elmbridge	Promotional Material	£250.00		01.08.2014
	EF300392213	SCC, Corporate Parenting	Looked After Children Fund	£500.00		
	EF800238412	1st Weybridge Scout Group	Safety equipment		£425.00	
	EF800239731	Touch Tennis Pro Ltd	Touch Tennis - Lower Green Leisure Centre, Esher	£1,000.00		06.10.2014
			BALANCE REMAINING	£6,123.00	£3,463.00	
Ernest Mallett				REVENUE	CAPITAL	DATE PAID
				£10,300.00	£3,888.00	
	EF800226637	St Paul's Church, Molesey	Refurbishment of Organ Console		£3,888.00	19.05.2014
	EF800226637	St Paul's Church, Molesey	Refurbishment of Organ Console	£1,112.00		19.05.2014
	EF800227598	Thameside Residential Care	Outings & in House Entertainment	£2,000.00		22.05.2014
	EF700234026	Molesey Photographic Club	Upgrading of Club Digital Projector & Laptop	£1,400.00		05.06.2014
	EF800231540	Molesey Carnival	Website, Bags, Feather Flags, Trophies, Dog Show Rosettes & Gazebo	£729.62		13.06.2014
	EF700239495	Friends of Molesey Library	Love Your Library - Benches for Library Garden	£700.00		26.06.2014
	EF800251432	1st Molesey Sea Scouts	Toilet refurbishment	£1,700.00		
	EF700256628	Ray Road Allotment Association	New strimmer	£488.00		
	EF800238273	Enigma Theatre	Bernard Shaw's Pygmalion	£500.00		04.09.2014
			BALANCE REMAINING	£1,670.38	£0.00	
Tony Samuels				REVENUE	CAPITAL	DATE PAID
				£10,300.00	£3,888.00	
	EF400192518	SCC, Highways Department	Stompond Lane, Walton - White Lines & Warning Signs	£1,000.00		22.04.2014
	EF800232198	Head2Head Theatre	Mischief in the Wild Woods - Multi Sensory Drama Children with Disabilities	£386.00		26.06.2014
	EF300385632	SCC, Highways Department	Normanshurst Road - Verge Landscaping	£800.00		25.06.2014
	EF300392213	SCC, Corporate Parenting	Looked After Children Funding	£500.00		
	EF800248786	Surrey Young Carers	Forum meetings for young people	£4,300.00		
	EF700251692	Walton Business Group	Walton Christmas festival of lights	£500.00		30.10.2014
			BALANCE REMAINING	£2,814.00	£3,888.00	

Elmbridge 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.

Stuart Selleck	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	CAPITAL	DATE PAID
				£10,300.00	£3,888.00	
	EF400192535	SCC, Highways Department	Removal of 2 Tree Stumps at Douglas Road, Esher	£700.00		28.04.2014
	EF400192528	SCC, Highways Department	Cigarette Island, Safety Report	£200.00		24.04.2014
	EF800226637	St Paul's Church, Molesey	Refurbishment of Organ Console		£3,888.00	19.05.2014
	EF800226637	St Paul's Church, Molesey	Refurbishment of Organ Console	£1,112.00		19.05.2014
	EF800227598	Thameside Residential Care	Outings & in House Entertainment	£1,000.00		22.05.2014
	EF700234026	Molesey Photographic Club	Upgrading of Club Digital Projector & Laptop	£1,000.00		05.06.2014
	EF800231540	Molesey Carnival	Website, Bags, Feather Flags, Trophies, Dog Show Rosettes & Gazebo	£700.00		13.06.2014
	EF800233046	Hampton Court Traders Assoc	Bridge Road - Retailer Bunting Display	£500.00		05.08.2014
	EF300392213	SCC, Corporate Parenting	Looked After Children Fund	£500.00		
	EF400204729	SCC, Highways Department	Esher Park Avenue parking bay creation	£1,700.00		29.10.2014
	EF800239731	Touch Tennis Pro Ltd	Touch Tennis - Lower Green Leisure Centre, Esher	£1,000.00		06.10.2014
	EF800251432	1st Molesey Sea Scouts	Toilet refurbishment	£500.00		
	EF700248394	Esher & District Citizens Advice Bure	Replacement lighting	£314.00		24.09.2014
			BALANCE REMAINING	£1,074.00	£0.00	

This page is intentionally left blank