

Agenda

Elmbridge
Local Committee

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

Discussion

- Elmbridge Parking Strategy
- Permit scheme to control road works
- Elmbridge Cycling Plan

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, 23 February
2015

Time: 4.00 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>



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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

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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

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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 AND SUBSTITUTIONS

To receive any apologies.

2 MINUTES OF PREVIOUS MEETING

(Pages 1 - 24)

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

3 DECLARATIONS OF INTEREST

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

Notes:

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

4 CHAIRMAN'S ANNOUNCEMENTS

To receive any Chairman's announcements.

5 PETITIONS

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.

- A petition from Mr Tony Nockles requesting, in relation to the Jolly Boatman/Hampton Court Station site, 'Surrey County Council to immediately commission a revised Road Safety Audit (Stage 1) using published site drawings available in 2008 and in 2012'.
- A petition from Sue Kittlesen stating 'travelling from Byfleet Road to the Painshill junction with the A3 and the other way towards West Byfleet along Parvis Road has become a nightmare on a regular basis due to road works. We ask Surrey County Council to restrict all non emergency work to between 10pm and 5am on this very busy route'.

- A petition from Sarah Spence requesting 'SCC to implement traffic calming measures on Ewell Rd'.
- A petition from residents of Prospect Rd, Long Ditton requesting 'that all six trees that have been removed by Surrey County Council be replaced and replanted as soon as possible'.

5a PETITION RESPONSE: REQUEST FOR PEDESTRIAN CROSSING AT DITTON REACH, PORTSMOUTH RD (EXECUTIVE FUNCTION) (Pages 25 - 28)

This report updates Members on the findings following a petition, by Mrs Mary Dennis to the December 2014 meeting of the Local Committee, concerning pedestrian crossing safety, on the A307 Portsmouth Road, Long Ditton, in the vicinity of Ditton Reach.

5b PETITION RESPONSE UPDATE: ESHER ROAD SAFETY MEASURES REQUEST (EXECUTIVE FUNCTION) (Pages 29 - 32)

A subsequent report following the agreement at the meeting on 8th December 2014 to defer the decision on this issue until Members had the opportunity to be better informed on the proposed solution.

6 PUBLIC QUESTION TIME

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

7 MEMBER QUESTION TIME

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

8 MANAGEMENT OF COMMUNITY INFRASTRUCTURE LEVY (CIL) LOCAL SPENDING BOARD APPLICATIONS (FOR INFORMATION)

Agenda Item only

A short presentation to explain the management of the process for applications to the CIL local spending boards.

9 SOUTH EAST PERMIT SCHEME (FOR INFORMATION) (Pages 33 - 56)

This report updates the Local Committee on the first 12 months of the operation of the South East Permit Scheme, which controls road works on the Surrey County Council highway network.

10 ELMBRIDGE PARKING STRATEGY (EXECUTIVE FUNCTION) (Pages 57 - 62)

The Local Committee is asked to consider a new approach to

reviewing parking, which will be more proactive and strategic.

11 ELMBRIDGE CYCLING PLAN (EXECUTIVE FUNCTION) (Pages 63 - 70)

This report proposes an approach for the development of a Cycling Plan for Elmbridge, which will support the Elmbridge Local Transport Strategy.

12 HIGHWAYS UPDATE (EXECUTIVE FUNCTION) (Pages 71 - 80)

This report details progress with the delivery of the Local Committee's programme of highways works for 2014-15 and the preparations for the delivery of the programme for 2015-16.

13 INFRASTRUCTURE PRIORITIES FOR COMMUNITY INFRASTRUCTURE LEVY (CIL) FUNDING (SERVICE MONITORING & ISSUES OF LOCAL CONCERN) (Pages 81 - 92)

This report proposes new bids to be submitted to Elmbridge Borough Council's CIL Strategic Spending Board for the next funding round.

14 RECOMMENDATIONS FOR AWARD OF LOCAL PREVENTION WORK FUNDING (EXECUTIVE FUNCTION) (Pages 93 - 98)

The Local Committee is asked to agree to award the Local Prevention funding as recommended in the report.

15 LOCAL COMMITTEE BUDGETS (EXECUTIVE FUNCTION - FOR INFORMATION) (Pages 99 - 106)

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

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Minutes of the meeting of the
Elmbridge LOCAL COMMITTEE
 held at 6.00 pm on 8 December 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

48/14 APOLOGIES FOR ABSENCE [Item 1]

Apologies for absence were received from Mike Bennison.

49/14 MINUTES OF PREVIOUS MEETING [Item 2]

The minutes of the previous meeting, held on 8th September 2014, were agreed as an accurate record.

50/14 DECLARATIONS OF INTEREST [Item 3]

No declarations of interest were received.

51/14 LOCAL TRANSPORT REVIEW (FOR INFORMATION) [Item 4]

Paul Millin (Group Manager Travel and Transport) and Mike Goodman (SCC Portfolio Holder for Environment & Infrastructure) gave the presentation on the current Local Transport Review.

ITEM 2

The presentation is attached as Annex A to the minutes.

To date the response to the public consultation had been very good so it had been decided to extend the public consultation period to 2nd February 2015.

SCC Councillor, Rachael I Lake, declared an interest.

Member discussion – key points

Members questioned whether the right bus routes were being run at the right times, how the views of elderly people were being captured and whether Section 106/CIL funding could be used for funding bus services.

The officer and Member said they welcomed suggestions on improving routes, explained the aim was to try to reduce costs without affecting services and assured Members that the team was engaging with older people's groups.

Additionally Members expressed concern that 15 out of the 21 services in Elmbridge are currently fully funded by SCC, suggested that further consultation took place on the proposals which come out of the review and suggested that season tickets were looked at.

The presenters offered to circulate promotional material and paper copies of the survey on request and said a quick follow up consultation could be possible with small groups if real issues arose.

The Local Committee resolved to agree to note:

(i) the contents of the presentation.

52/14 PUBLIC QUESTION TIME [Item 5]

One public question was received. The question and response are attached as Annex B at Item 8 to these minutes.

As this question was in reference to Item 8 on the agenda, the Chairman decided to take it with that Item.

53/14 MEMBER QUESTION TIME [Item 6]

No member questions were received.

54/14 PETITIONS [Item 7]

Two petitions were received, which are attached as Annex C.

1. Mary Dennis – Request for a Pedestrian Crossing or a traffic island by Ditton Reach.

Chris Gibbs spoke on behalf of the petitioners requesting a safer means of crossing Portsmouth Rd between Ditton Reach and Windmill Lane. He explained that residents need to cross the road to access bus stops, schools and other amenities. For people laden with shopping it is too far to go to

either of the other nearest crossings. It is not easy for active adults, but particularly difficult for elderly and infirm people, some of which no longer leave their homes as they find the road too dangerous to cross.

This part of the road is especially dangerous place due to the 2 junctions. One resident has already been knocked over and taken to hospital.

Chris Gibbs suggested that a crossing point outside the City Arms pub, which would help the pub's customers and could also mean that the congestion in Ditton Reach could be reduced as Ajax Scouts participants could walk instead of travelling by car. He pointed out that according to Local Transport Note 1/95 The Assessment of Pedestrian Crossings, the provision of crossings should be targeted at the needs of those people who experience most difficulty and danger, and this location is particularly difficult and dangerous for the residents of City Wharf House.

He ended his presentation by saying that there is real concern among many of the petitioners that there will be a fatality which is why they are asking for a zebra crossing or a refuge island.

Peter Hickman, County Councillor for The Dittons, said the petitioner had provided a good summary of the issues.

A response will be provided at the next meeting on Monday 23 February 2015.

A response to the Petition concerning Walton Park Lane was tabled at the meeting and is attached as Annex D.

2. Bob Swaddle – a request to repair Walton Park Lane to a standard suitable for all existing users including waste collection vehicles.

Bob Swaddle spoke on behalf of the petitioners explaining that residents are very concerned about the deteriorating state of Walton Park Lane, with the north end of the lane, extending approximately 150 metres from Rydens Rd, providing vehicular access for the owners of the 3 bungalows and garaging for 11 houses in Rydens Park, giving most concern.

He continued that the lane is well used by commuters accessing Hershaw railway station, cyclists, mothers with buggies and accompanying school children to and from school, as well as recreational and dog walkers.

He added that the condition of the lane had worsened to such an extent that they felt there was serious risk of injury to cyclists and pedestrians.

Prior to 2001 Bob Swaddle said Elmbridge Borough Council had tried to maintain the lane and since then although some potholes had been repaired overall the condition had deteriorated. He confirmed that Land Registry had no record of registration for the lane.

Members discussed how the key point is who owns the land and if there is no registered owner, who responsibility falls to, but also questioned whether we couldn't go the extra mile to help the residents, particularly as it is a walking route, which we should be encouraging.

ITEM 2

The Area Highways Manager confirmed that the Countryside Access Team will see to the vegetation over the winter period.

The issue of the maintenance of the surface of the lane will be looked at by officers and Members outside of the meeting.

55/14 PETITION RESPONSE: DORCHESTER ROAD. WEYBRIDGE (FOR INFORMATION) [Item 7a]

Rikki Hill, Parking Project Team Leader, explained that the outcome of the request in this petition depended on the decision to be taken on the proposed longer term Parking Strategy at the Local Committee meeting in February 2015.

The Local Committee (Elmbridge) resolved to note:

(i) the contents of the report.

56/14 PETITION RESPONSE: ESHER ROAD, EAST MOLESEY (EXECUTIVE FUNCTION) [Item 7b]

Nick Healey, the Area Highways Manager, explained that there 2 options in response to the petition brought to the previous meeting of the Local Committee.

They were either to (i) allocate funding for a feasibility study, if Members considered this a priority scheme or (ii) await the construction of a new bridge over the River Mole.

Stuart Selleck, SCC Councillor for East Molesey and Esher, said he was reluctant to ask the Local Committee to spend money on a feasibility study only to find out that the options resulting from it were too expensive to carry out. He proposed that the decision be deferred until he had met with officers in January 2015 to find out more detail. Cllr Steve Bax supported Stuart Selleck, but added that he thought a new bridge could increase traffic speeds. SCC Councillor Christian Mahne said any solution must include a pavement on the west side, which would eradicate many problems. SCC Councillor Ernest Mallett said his concerns were more with the fact that the bridge cannot accommodate both a car and a lorry.

The Local Committee resolved to agree to:

(i) defer the decision until the next meeting of the SCC Local Committee (Elmbridge) on 23rd February 2015, by when Members will be more fully informed on details of the options.

Reason for decision: to ensure the most appropriate well informed decision is made.

57/14 A307 PORTSMOUTH ROAD SCHEME UPDATE (FOR INFORMATION) [Item 8]

The resident David Bellchamber asked a question in relation to this item which is attached as Annex B.

He asked as a supplementary question whether high visibility jackets had been worn by staff carrying out the speed surveys in 2014 and therefore whether this would have reduced the speed of the traffic, as the drivers would have been indirectly warned and whether a regular review can take place.

In response Nick Healey, the Area Highways Manager, replied that high visibility jackets had not been worn and he was very confident about the speed surveys, that feasibility studies will take place if more improvements are required and that casualty reduction groups review sites where accidents take place.

SCC Councillor Mary Lewis explained that she had observed the road on the morning of the committee and that it would not be sensible to put a refuge near to the location of the Health Centre and adjacent bus stop as it is far too busy, but we should be encouraging pedestrians to use the refuge, with a buggy space, 10 paces away.

The report was information only.

58/14 HIGHWAYS UPDATE (EXECUTIVE FUNCTION) [Item 9]

Stuart Selleck and Tony Samuels left the meeting.

Nick Healey introduced the report.

He encouraged members to send through their priority schemes for the financial year 2015/16. SCC Councillor, Rachael Lake, requested a meeting with the Highways team to resolve issues with this year's schemes, which was agreed to, before making decisions on next year's.

Referring to Operation Horizon, Mary Lewis expressed disappointment at the way work had been advertised as taking place and then not happened.

CLlr Jan Fuller commented how well SCC Highways had dealt with a very difficult summer in Oxshott which had undergone both highway and gas works.

The Local Committee resolved to agree 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

ITEM 2

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.

Reason for decision: 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.

59/14 ON-STREET PARKING ENFORCEMENT AGENCY 2013/14 PERFORMANCE REVIEW (SERVICE MONITORING & ISSUES OF LOCAL CONCERN) [Item 10]

Rikki Hill introduced the report. Anthony Jeziorski, Head of Environmental Services at Elmbridge BC, was also present.

Members' comments included that more detailed statistics were required and also that some Civil Enforcement Officers require more training.

The Local Committee (Elmbridge) resolved to

- (i) note the report.

60/14 LOCAL COMMITTEE BUDGETS (EXECUTIVE FUNCTION - FOR INFORMATION) [Item 11]

The Chairman reminded the Members that the allocation funding must be spent by the end of February 2015.

The Local Committee (Elmbridge) resolved 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.

Meeting ended at: 8.10 pm

Chairman

Local Transport Review - Local Committee update



HAVE YOUR SAY ON LOCAL TRANSPORT



SURREY

What's being reviewed and why?

- We are reviewing the County Council's major spending in local transport
- The review aims to integrate services, find efficiencies, and make savings via three streams:
 1. Local Bus
 2. Concessionary Fares
 3. Community Transport
- Enormous pressures on SCC funding
- Operators costs rising faster than inflation
- Buses are becoming less efficient due to congestion
- MTFP requirement to reduce Local Transport costs



HAVE YOUR SAY ON LOCAL TRANSPORT



SURREY₂

Background to Local Transport

29.2 million bus journeys pa in Surrey

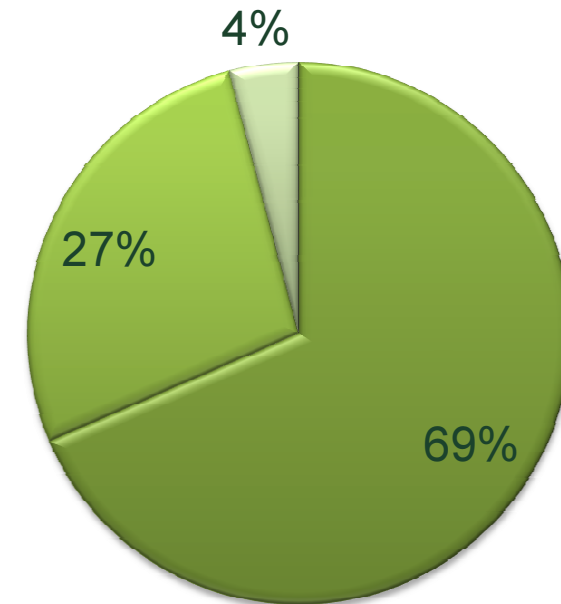
- 20m by adults
- 8m by concessions
- 1.2m by children

200 bus services run by 22 different operators:

- Some are run commercially and not funded by SCC
- Some receive funding from SCC to ensure they can continue
- Over half of all passenger journeys in Surrey are on services that receive funding

Journeys by bus in Surrey

■ Adult ■ Concession ■ Child



HAVE YOUR SAY ON LOCAL TRANSPORT



SURREY

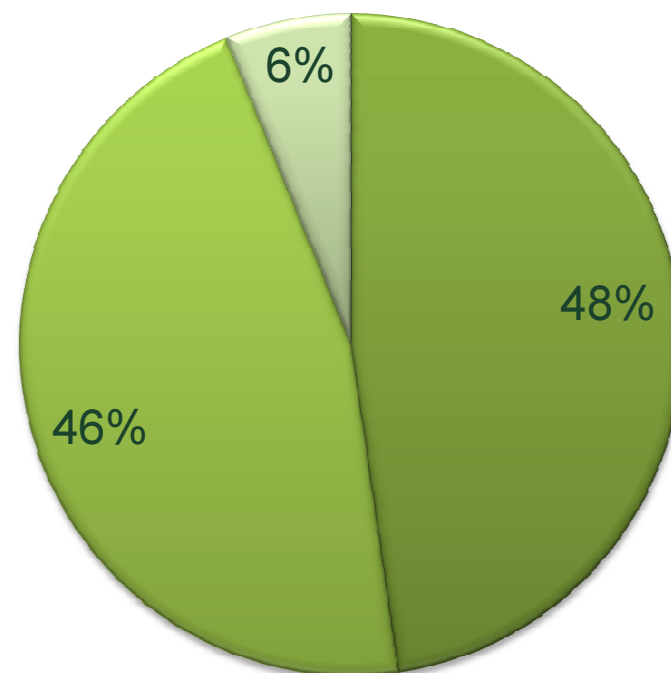
Current spend on Local Transport

In 2014/15 we are investing:

- £8.949m bus route support
- £8.676m concessionary fares reimbursement
- £1.125m BSOG

Types of funding support

■ Support ■ Concess fares ■ BSOG



HAVE YOUR SAY ON LOCAL TRANSPORT



SURREY

Savings Options: Local Bus

Proposal:	In detail we would:
Renegotiate bus contracts	Renegotiate existing payments, inflation uplift, and length of contracts
Reduce local bus support	Review all routes and services, focus support on economic growth areas
Use developer contributions	Make wider use of developer contributions (eg S106 funds) to support bus service improvements
Market research	Joint marketing study with Surrey University to increase patronage and profitability
Community alternative	Work with 2 or 3 Parish Councils to develop a community-based alternative to rural buses



HAVE YOUR SAY ON LOCAL TRANSPORT



SURREY

Savings Options: Concessionary Fares and Community Transport

Proposal:	In detail we would:
Concessionary Fares reimbursement	Review how we reimburse bus operators to ensure it offers best value
Concessionary Fare benefits	Review the value of the local 'extra' concessions: <ul style="list-style-type: none"> - Free disabled travel before 9.30 am or after 11.00 pm (Monday to Friday) - Free 'companion' passes
Commercialise Community Transport	Continue current work with the CT sector to foster growth and replace grant funding with contracts



Cabinet approval

Cabinet members authorised the following recommendations:

1. 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 cabinet meeting in Spring 2015, consider a report incorporating an equality impact assessment and costed proposals for change, taking into account the views expressed during the consultation



HAVE YOUR SAY ON LOCAL TRANSPORT



SURREY

Public consultation launch

The consultation went live online on 8 October. This included:

- Web page and online survey at www.surreycc.gov.uk/transportreview
- Social Media advertising campaign via Facebook and Twitter

Posters and a hard copy of the survey:

- Directly to equality groups
- SCC offices, D&B offices, parish councils, resident associations
- Libraries, community centres, village halls, GP's, Sixth form colleges, citizen advice bureaux
- Bus stations, on buses and at our busiest bus stops

And we developed and are using:

- An easy read survey
- A youth focused survey



HAVE YOUR SAY ON LOCAL TRANSPORT



SURREY

Other forms of communication

A variety of other communication mediums are being used with the main focus online. However there is a series of stakeholder events including:

- All 11 Local Committees and a Local Committee Chairman's meeting
- Disability group meetings (DANS, Empowerment Boards, Community Transport Groups)
- 2 Thematic forums (one for disabled/older people and the other for businesses/employment)
- Bus 'surgery' with Bus users UK and a NW Bus user group meeting
- Parish & Town councils (SSALC, Parish group meetings, work stream developing a rural transport alternative)



HAVE YOUR SAY ON LOCAL TRANSPORT



SURREY

Approach to any service compromises

Bus services in Surrey have been divided into six categories for the Local Transport Review:

1. Commercial services not funded by SCC
2. Primarily commercially operated services
3. Primary supported services
4. Secondary supported services
5. Tertiary supported services
6. Supported school special services



HAVE YOUR SAY ON LOCAL TRANSPORT



SURREY

Next steps of the public consultation

- Stakeholder meetings and events will continue throughout the winter
- Consultation will run through to 14 January 2015
- Officers will carefully analyse responses to inform decision making on what proposals are developed
- A Member Reference Group has been setup specifically for the review and will be engaged with throughout
- Share proposals at the Local Committee Chairman's meeting on 3 March 2015.
- Cabinet will consider proposals at a meeting in Spring 2015.



HAVE YOUR SAY ON LOCAL TRANSPORT



SURREY

HAVE YOUR SAY ON LOCAL TRANSPORT



Have your say at
surreycc.gov.uk/transportreview
or call **0300 200 1003**
by 14 January 2015





SCC LOCAL COMMITTEE IN ELMBRIDGE – 8 December 2014

AGENDA ITEM 5

PUBLIC QUESTIONS

Question 1: David Bellchamber (resident)

With reference to Item 8 on the agenda. On the face of it the report might be seen as showing, with an increase in pedestrian activity, a shift in the proportions of pedestrians crossing at certain points. However the 2008 and 2012 surveys related only to the area of the footbridge/Health Centre/bus stop and not to pedestrians crossing further south. The numbers for that first area recited in all 3 surveys are not dissimilar being 227 in 2008, 201 in 2012 and 207 in 2014. Can the Committee accordingly find that the number of pedestrians crossing near the Health Centre/Bus stop remains relatively unchanged and the absence of a pedestrian refuge at the island there still creates a danger for those unable, for whatever reason, to change the habit of crossing at that point and resolve to regularly review this site for its suitability for reconfiguration, preferably with a dedicated pedestrian crossing, just as soon as funds become available?

I would also appreciate clarification of the report by the providing of times for the speed survey on 28th May 2014 (as they were in earlier surveys).

Response from SCC Highways:

The bus stops either side of the access road to the Health centre, one with dedicated layby, combined with the right turn lane, and driveway accesses, all mean that the construction of a pedestrian facility in this area, is not feasible without major design alteration, and cost.

As mentioned in the report the three new dedicated pedestrian refuge islands are being used and in particular, the new pedestrian refuge island, just south of the Health Centre, where now 109 pedestrians are crossing. Although pedestrians are continuing to cross between the islands could be due to the fact the centre hatching has now created a sterile carriageway area between islands, which in turn affords greater confidence for pedestrians.

The speed survey in 2012, was carried out utilising carriageway induction loops located on the carriageway over a 7 day period between the 14 - 20 July. The 85th percentile speed would have been affected by slower speeds during the morning and evening peaks.

A further survey was carried out on the 28th May 2014, which was a mid week day, the data being covertly collected using a laser speed device during the day in free flow traffic conditions, between the hours of 11.00 and 15.00. The speed of the lead platoon vehicle was recorded to enable a realistic insight into the actual speeds. There have been no instances of recorded personal injury accidents involving pedestrians.

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(Tabled document)

SCC LOCAL COMMITTEE IN ELMBRIDGE – 8 December 2014

AGENDA ITEM 7

PETITIONS

1. To receive a petition with 80 signatures from residents stating:

'We the undersigned residents of Ditton Reach/City Wharf House formally request SCC Local Committee (Elmbridge) kindly gives due consideration to installing either a Pedestrian Crossing or a traffic island by Ditton Reach in order to facilitate a safer crossing point. Residents include an older population and find particular difficulty in crossing this extremely busy road. Recently a resident suffered serious injury including a broken hip after being hit by a cycle whilst attempting to cross the road. Please kindly give due consideration.

We, the undersigned, are concerned residents who urge Elmbridge BC and Surrey CC to give due consideration to road safety issues around Ditton Reach.'

.....

(Tabled document)

2. To receive a petition with 124 signatures from residents stating:

‘We the undersigned petition SCC Local Committee (Elmbridge), to repair Walton Park Lane to a standard suitable for all existing users including waste collection vehicles.

1. The North end of Walton Park Lane off Rydens Road, which connects Hersham station with Rydens Road is in a bad state of repair with a continuous series of craters and potholes
2. This lane is used by adjoining garage owners, commuters, school children, cyclists and dog walkers: the craters and potholes are damaging our cars and present an ever increasing risk of injury to pedestrians and cyclists.
3. The heavyweight trucks used for multiple waste collections are the primary cause of damage to the lane.’

(TABLED PETITION RESPONSE)

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

DATE: 08 DECEMBER 2014
LEAD OFFICER: CLAIRE SAUNDERS, SENIOR COUNTRYSIDE ACCESS OFFICER

SUBJECT: PETITION 2 – TO REPAIR WALTON PARK LANE TO A STANDARD SUITABLE FOR ALL EXISTING USERS INCLUDING WASTE COLLECTION VEHICLES.

DIVISION: WALTON SOUTH & OATLANDS

SUMMARY OF ISSUE:

A petition containing 124 signatures has been submitted for consideration at the meeting.

Wording of Petition

We the undersigned, petition SCC Local Committee (Elmbridge) to repair Walton Park Lane to a standard suitable for all existing users including waste collection vehicles.

1. The North end of Walton Park Lane off Rydens Road which connects Hersham station with Rydens Road is in a bad state of repair with a continuous series of craters and potholes.
2. This lane is used by adjoining garage owners, commuters, school children, cyclists and dog walkers: The craters and potholes are damaging our cars and present an ever increasing risk of injury to pedestrians and cyclists.
3. The heavyweight trucks used for multiple waste collections are the primary cause of damage to the lane.

Officer Response:

Walton Park Lane is an unregistered private lane with a public right to pass and repass on foot only. Therefore, the County Council, as highway authority, is only liable to maintain it to a standard suitable for pedestrian traffic. There are no public vehicular rights of access over Walton Park Lane. The residents are exercising a private right to use the Lane to access their properties and extend those private rights to the waste collection lorries.

The Countryside Access Officer for Elmbridge is aware of the issues on Public Footpath 35 (Walton & Weybridge) and has been out to inspect the route within the last two weeks. The surface of the Footpath is adequate for those passing and repassing on foot. The surface of the Footpath will continue to be monitored.

The surfaced section of footpath that is only accessible on foot does require vegetation clearance and this will be scheduled in over the winter. The width of the driven section of Walton Park Lane is sufficient to accommodate the public use.

Where a public right of way forms the access to properties or adjacent land, there may be a relatively large amount of wear and tear on the surface as a result of these additional uses. The Council's responsibility for maintenance of a footpath only extends to public use of the footpath; there is no duty to facilitate access to private properties.

Contact Officer:

Hannah Gutteridge, Countryside Access Officer - 03456 009009

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

DATE: 23rd FEBRUARY 2015
LEAD OFFICER: NICK HEALEY, AREA TEAM MANAGER



SUBJECT: PORTSMOUTH ROAD, LONG DITTON

SUMMARY OF ISSUE:

This report updates Members on the findings following a petition by Mrs Mary Dennis to the December 2014 meeting of the Local Committee concerning pedestrian crossing safety, on the A307 Portsmouth Road, Long Ditton, in the vicinity of Ditton Reach.

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

- (i) Agree to include a feasibility study scheme on ITS schedule of works, which is to be programmed by this committee and the Divisional Member, in due course.

REASONS FOR RECOMMENDATIONS:

A feasibility study will determine the most appropriate location and solution to be introduced, along the section of road, and enable a more holistic balance with other highway users.

1. INTRODUCTION AND BACKGROUND:

- 1.1 A petition was submitted to the December 2014 meeting of the Local Committee, signed by 80 residents, concerning pedestrian safety when crossing the A307 Portsmouth Road, Long Ditton. Mr Chris Gibbs spoke in support of the petition
- 1.2 He explained that residents need to cross the road to access bus stops, schools, and other amenities. There are also two junctions in close proximity, and recently a resident collided with a cyclist.
- 1.3 He suggested that a crossing outside the City Arms Pub would help customers, and reduce congestion in Ditton Reach as Ajax Scouts could walk rather than be dropped off.
- 1.4 County Councillor Peter Hickman said that the petitioner had provided a good summary.

2. ANALYSIS:

- 2.1 The northern carriageway and footway was heavily parked with commuter traffic some years ago, and the opportunity was taken to rationalise this and remove all the obstructive parking from the river side utilising 'At Any Time' waiting restrictions. An on carriageway non mandatory cycle lane was also introduced along both sides of the road, where the carriageway width permitted, to increase cyclist safety along the A307 corridor.
- 2.2 This has now reopened up the footways to pedestrians who previously were unable to use the footways or had to walk in the carriageway.
- 2.3 The 3 year plus year to date, personal injury collision data, has been investigated for this area of the Portsmouth Road between the period 01/01/2011 to 31/10/2014. There have been 4 recorded personal injury collisions.
- 2.4 All the accidents appear to be wholly random. One involving a cyclist who was clipped by a car, another due to roadwork's utilising temporary traffic lights, another involved an overtaking motorcyclist, and the latest involving a pedestrian and a cyclist.
- 2.5 The pedestrian collision occurred on the 7th August 2014 at 17.05. The Police report states that the cyclist was travelling along the A307 northbound towards Kingston, and the pedestrian crossed from the north side footway. The report states that both pedestrian and cyclist failed to look properly.

3. OPTIONS:

- 3.1 There are bus stops either side of the road between Windmill Lane and Ditton Reach, as well as a garage driveway access. These features currently inhibit the introduction of a formal crossing or a refuge island.
- 3.2 A zebra crossing or a Puffin could be introduced. However these measures are far more expensive. There would need to be a higher pedestrian demand to ensure that these measures provided a positive cost benefit.
- 3.3 A pedestrian refuge island would require a wider section of carriageway to ensure that vehicles can continue to pass.
- 3.4 If a pedestrian refuge island was constructed then the pedestrian accident which occurred in 2014 could still occur.
- 3.5 Cyclists are at greater risk at islands as they are squeezed by passing vehicles unless road width permits dedicated lanes.
- 3.6 The Committee are currently progressing a 5 year cycle plan, with a view to introducing further meaningful measures which then can form part of longer routes.
- 3.7 Royal Kingston BC has been awarded a substantial bid from Department for Transport (DfT) for a Mini Holland cycle scheme, which is due to go to consultation shortly. This project is likely to introduce measures on the A307 Portsmouth Road boundary with Elmbridge, which the developing cycle

strategy schemes can link to. The project is due to be completed from the Kingston boundary early next year.

4. CONSULTATIONS:

4.1 Public consultation would be required in the development of any scheme.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The cost of introducing a zebra crossing is likely to be £50,000 whilst a Puffin could be as much as £100,000. A suitable location would need to be found for either solution.
- 5.2 The cost of introducing a pedestrian refuge island is likely to be in the region of £25,000.
- 5.3 A detailed feasibility study is likely to cost in the region of £5,000 to determine if a solution exists, the most appropriate scheme, and the likely cost.

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.

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 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.

9.2 It is important to note that as the area varies in nature, namely road width, junctions, driveway accesses, etc, that a feasibility study would consider all these aspects and make suitable recommendations, to ensure all users are accommodated in the design.

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 DfT cycle scheme by Royal Kingston ahead of deciding on what accessibility improvements to make along this corridor for both cyclists and pedestrians.

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

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

DATE: 23rd FEBRUARY 2015
LEAD OFFICER: NICK HEALEY, AREA TEAM MANAGER



SUBJECT: Esher Road, East Molesey

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. A report was presented to the December 2014 Local Committee meeting where it was resolved to defer the decision for further officer meetings.

This report now updates Members to enable a more informed decision.

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

- (i) To await the construction of the new bridge over the River Mole which will be designed to accommodate a wider carriageway and pedestrian footways on either side of the carriageway, subject to successful land purchase negotiations, thus negating the need for pedestrians to cross the road.

REASONS FOR RECOMMENDATIONS:

The new bridge will be designed to provide a new footway on the west side, subject to successful land purchase negotiations, hence removing the need for pedestrians to cross the road 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. Ms Leona Farquharon spoke in support of the petition

1.2 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.

- 1.3 A report was presented to the 8th December 2014 local Committee meeting suggesting that the available options were essentially to carry out a feasibility study or await the construction of the new bridge.
- 1.4 Stuart Selleck, the divisional Member, said he was reluctant to ask the Local Committee to spend money on a feasibility study only to find out that the options resulting from it were too expensive to carry out. He proposed that the decision be deferred until he had met with officers in January 2015 to find out more detail.
- 1.5 Cllr Steve Bax supported Stuart Selleck, but added that he thought a new bridge could increase traffic speeds.
- 1.6 SCC Councillor Christian Mahne said any solution must include a pavement on the west side, which would eradicate many problems.
- 1.7 SCC Councillor Ernest Mallett said his concerns were more with the fact that the bridge cannot accommodate both a car and a lorry.
- 1.8 The Local Committee resolved to agree to defer the decision until the next meeting of the SCC Local Committee (Elmbridge) on 23rd February 2015, by which time, Members would be more informed on details of the options to ensure the most appropriate and well informed decision is made.

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 island 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 although there have been 5 slight personal injury collisions, all the accidents appear to be wholly random.
- 2.8 There have been no personal injury accidents involving pedestrians recorded during this time frame.
- 2.9 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.
- 2.10 Unfortunately this would preclude the construction of either a Pelican crossing or a pedestrian refuge island on the structure.

3. OPTIONS:

- 3.1 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.
- 3.2 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.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 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.

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 A new bridge over the River Mole will provide the necessary continuous footway for pedestrians, subject to successful land purchase negotiations, and remove the necessity to cross between the two bridges.

10. WHAT HAPPENS NEXT:

10.1 The feasibility study is currently taking place. The structures team will be carrying out the design process in 2015-16 and it will be at that point that more information will be available on the design, costs, and timescales, of this major civil engineering project. If funding is available, construction is anticipated between 2017 and 2019.

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

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)

DATE: 23rd FEBRUARY 2015



**LEAD OFFICER: KEVIN ORLEDGE
STREET WORKS MANAGER**

SUBJECT: SOUTH EAST PERMIT SCHEME

DIVISION: ALL

SUMMARY OF ISSUE:

The purpose of this report is to update Members on the first twelve months of operation of the South East Permit Scheme within Surrey Highways. This is the scheme used to control road works (Street Works and Works for Road Purposes) on the Surrey County Council highway network.

The report includes analysis obtained over this twelve month period.

RECOMMENDATIONS:

The Local Committee (Elmbridge) is asked to note the contents of this report

REASON FOR RECOMMENDATIONS

The Committee has requested an update on the South East Permit Scheme.

1. INTRODUCTION AND BACKGROUND:

- 1.1 On November the 11th 2013, Surrey County Council became a Permit Authority with the introduction of a permit scheme to manage the highway network with respect to both Street Works and Works for Road Purposes. (Appendix One Definitions).

Under the scheme works promoters are required to request permission from the Permit Authority before they can undertake works on the highway. Prior to the introduction of the scheme, works promoters had only to inform the authority of their intention to work.

The permit scheme was introduced into Surrey in the form of the South East Permit Scheme (SEPS) and has the objective of creating a better managed highway network in terms of safety, disruption and asset protection.

- 1.2 Road works are inevitable. Under respective enabling Acts, utility companies have statutory rights and obligations. These include a duty to provide a service or supply to customers and rights to place, maintain, repair and

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renew, etc., apparatus. Targets are set by industry regulators in relation to reconnection times in the case of failure of supply and apparatus maintenance and replacement.

The Highway Authority will carry out maintenance works to support the performance of the highway and improvement works to enhance safety, cope with increasing traffic demands and to meet customer expectations.

- 1.3 Activities are controlled by two prime pieces of legislation, the New Roads and Street Works Act 1991 (NRSWA) and the Traffic Management Act 2004 (TMA).

Under section 59 of NRSWA 1991 there is a duty for the local Street Authority (Surrey County Council) to coordinate all types of work on the highway and under section 16 of the Traffic Management Act 2004, to manage the road network with a view to achieving so far as may be reasonably practicable, the expeditious movement of traffic on the road network.

2. ANALYSIS:

- 2.1 Under powers available in the TMA 2004 (enacted 2008) Surrey County Council introduced the South East Permit Scheme to manage registerable activities on the highway.

The permit scheme cannot reduce the overall volume of highway activities. However with fees able to be charged for granted permits, the income generated from the scheme supports staff resource levels to allow all applications for work to be analysed giving increased opportunity for better coordination of activities.

In addition, with direct funding from permit fee income, resource has also been increased in field officers inspecting and monitoring activities in progress and after completion. (Appendix 8)

- 2.2 A central requirement of operating a permit scheme is applying parity between works by utility companies and Surrey's own works (Works for Road Purposes – WRP). This has been a challenging concept to introduce internally and work continues to improve this process.

- 2.3 Permit applications can be either granted or refused. In April 2014 an additional option of a Permit Modification Request (PMR) was introduced. This allows applications to be returned to the requester with comments defining the circumstances under which the permit would be granted and removes the need to refuse permits where in principle works can go ahead but amendments, usually relating to timing, are required on the application.

If permit applications are not responded to within Department for Transport (DfT) defined timescales, they become deemed. This is agreed by default. No fee can be charged for a permit application that becomes deemed. The Street Works department have a 0% target for deemed permits. (Appendix 4)

If a PMR is not responded to by a works promoter in the required timescale the permit will automatically default to refused. (Appendix 3)

- 2.4 Conditions can be applied by the Authority to the activity contained within the permit. Under statute conditions must be pertinent to the reduction of congestion and disruption, recognise the needs of other users of the highway and the integrity of the highway itself.

Non compliance with a permit condition is a criminal offence which may be prosecuted via the magistrates' court. Liability for the offence can be discharged by payment of a Fixed Penalty Notice (FPN). Charges for FPN's are set by the DfT at £120 per offence with a reduction to £80 if paid in the first 29 days. (Appendix 6)

As of the 1st of October 2014 DfT figures indicated that 63 local authorities were operating permit schemes in the UK with a further 22 awaiting ministerial approval. With many of these schemes operating differing sets of permit conditions a DfT aim exists to standardise this situation with a National Conditions document having been produced.

The implications of this national document for Surrey County Council are currently being reviewed.

- 2.5 The South East Permit Scheme was implemented by both originating member authorities, Surrey and East Sussex, on the 11th November 2013. Being classed as a Common Scheme it is open for other authorities to join with the objective of standardising local authority approach to Street Works in the South East of England.

Bracknell Forest Council started operation of SEPS on November the 5th 2014, Wokingham on the 19th January 2015 and Slough and West Berkshire District Councils will become scheme members in the first quarter 2015.

To ensure consistent application of SEPS across member authorities a governance committee has been created with each authority being represented along with representation from each industry strand (Gas, Water, Electric and Telecoms).

- 2.6 With robust guidance issued by the Department for Transport (DfT), SEPS is targeted towards the traffic sensitive highway network, permit fees are structured accordingly.

Maximum fees for permits are set by the DfT. Fees applied by individual authorities are determined using a DfT supplied matrix calculator with input data that includes the amount of works, type of works, type of road, and staffing levels. Fees for SCC SEPS are shown in Appendix 2.

It can be reported that income is generally in line with pre operation predictions and is shown in Appendix 5.

In line with the guidance relating to the traffic sensitive network and the overall raison d'être of the scheme to reduce traffic disruption, the DfT have issued instruction for all permit authorities to incentivise works to take place wholly outside of traffic sensitive periods by offering a discount on the permit fee charged for these works.

ITEM 9

Members of the South East Permit Scheme have agreed to offer a 30% discount on permit fees where appropriate conditions are met. A date for the introduction of this discount in Surrey has yet to be agreed.

- 2.7 Working without a permit is a criminal offence. A ruling however has been given in the magistrates' court that the legislation was "*clearly directed at those who ignore the scheme completely by failing to secure a permit at all*". This ruling also stated that an offence discharged by payment of an FPN is not a continuing offence. Advice from the legal team at Surrey County Council is that magistrates' court decisions do not create precedent *per se*, but as judicial determinations, may be taken into account in similar cases.

The effect of these rulings being that multiple FPN's cannot be issued for the same offence even though it may continue and only when flagrantly abused can a working without a permit FPN be issued.

- 2.8 Highway improvements associated with new developments, (as deemed necessary by Transportation Development Planning (TDP) and included in planning permissions), under the permit scheme require an approved permit before they can be undertaken.

Permit conditions can be applied and greater control now exists over timing, duration and methodology of this type of works.

- 2.9 Following a successful audit of the Street Works function in 2013, Surrey's Internal Audit plan for 2014/15 includes an audit of the permit scheme process in the fourth quarter of the year.

- 2.10 Case studies can be found in Appendix 7.

Contact Officer:
Kevin Orledge, Street Works Manager
0300 200 1003

Consulted:
Not Applicable

Annexes:

Appendix One	Definition of Terms
Appendix Two	Permit Fees
Appendix Three	Granted Permit Analysis
Appendix Four	Deemed / Refused / PMR Analysis
Appendix Five	Income
Appendix Six	Fixed Penalty Notices
Appendix Seven	Case Studies
Appendix Eight	Inspection Data

Sources/background papers:
Not Applicable

Appendix 1 Definitions of Terms

Street Works

“Street works” means works of any of the following kinds (other than works for road purposes) executed in a street in pursuance of a statutory right or a street works licence:-

Placing apparatus, inspecting, maintaining, adjusting, repairing, altering or renewing apparatus, changing the position of apparatus or removing it.

Works required for or incidental to any such works such as, breaking up or opening the street, or any sewer, drain or tunnel under it, or tunnelling or boring under the street).

Works for Road Purposes

These are works usually carried out by highway authorities to improve, repair, maintain or replace highways, which under highways law includes the footway or pavement. This will include works to replace or maintain street lighting, even if carried out on behalf of the council by an electricity distribution company.

NRSWA defines “works for road purposes” (WRP) as any of the following descriptions executed in relation to a highway—

- Works for the maintenance of the highway,
- Any works under powers conferred by Part V of the HA1980 (Highway improvement works).
- Erection, maintenance, alteration or removal of traffic signs on or near the highway.
- Construction of a crossing for vehicles across a footway or grass verge or the strengthening or adaptation of a footway for use as a crossing for vehicles.

Works Promoter

A Works Promoter is any organisation carrying out works in the highway, regardless of whether they are working directly for, or on behalf of, a highway authority or an undertaker

Street Authority

In this Part “the street authority” in relation to a street means, subject to the following provisions—

- (a) if the street is a maintainable highway, the highway authority, and
- (b) if the street is not a maintainable highway, the street managers.

Traffic Sensitive

Under section 64 of NRSWA streets may be designated by the Street Authority as traffic sensitive. A traffic sensitive street is defined as one on which any work will create unacceptable delays and disruption to highway users at specified times.

One or more of the following criteria should apply before a street authority may designate a street as traffic-sensitive:

- (a) The street is one on which, at any time, the street authority estimates traffic flow to be greater than 500 vehicles per hour, per lane of carriageway, excluding bus or cycle lanes.
- (b) The street is a single carriageway two-way road, the carriageway of which, is less than 6.5 metres wide, having a total traffic flow in both directions of not less than 600 vehicles per hour.
- (c) The street falls within a congestion charges area.
- (d) Traffic flow contains more than 25% heavy commercial vehicles.
- (e) The street carries more than eight buses an hour.
- (f) The street is designated for pre-salting, by the street authority as part of its programme of winter maintenance.
- (g) The street is within 100 metres of a critical signalised junction, gyratory or roundabout system.
- (h) The street, or that part of a street that, has a pedestrian flow rate in both directions at any time, of at least 1,300 persons per hour, per metre width of footway.
- (i) The street is on a tourist route or within an area where international, national, or significant major local events take place.

Traffic Management

Traffic control that involves directing vehicular and pedestrian traffic around a construction zone, accident or other road disruption. This can be in the form of :-

Give and Take, Priority Working, Stop and Go Boards, Temporary Traffic Signals, Stop Works Sign (2 minutes maximum)

Registerable works

Street Works or Works for Road purposes that involve

- (a) Involve the breaking up or resurfacing any street, (see below for pole testing and coring involving excavation).
- (b) Involve opening the carriageway or cycleway of traffic-sensitive streets at traffic-sensitive times.
- (c) Require any form of temporary traffic control as defined in the Code of Practice for Safety at Street Works and Road Works.
- (d) Reduce the lanes available on a carriageway of three or more lanes.
- (e) Require a temporary traffic regulation order or notice, or the suspension of pedestrian facilities.
- (f) Require a reduction in the width of the existing carriageway of a traffic-sensitive street at a traffic-sensitive time

Enabling Acts

Enabling Act legislation is:

- Gas Act 1986 as amended by the Gas Act 1995 (schedule 3)
- Electricity Act 1989 (schedule 4)
- Water Resources Act 1991 (section 159)
- Telecommunications Act 1984 as amended by schedule 3 of the Communications Act 2003

Major works:

Identified in an undertaker's annual operating programme, which are normally planned or known about at least six months in advance of the proposed start date, or

Works that require a temporary traffic order (not a temporary traffic notice) under the Road Traffic Regulation Act 1984 for any works other than immediate works.

Works with a planned duration of 11 days or more, other than immediate works.

Standard works

Standard works are works, other than immediate or major works, with a planned duration of between four and ten days inclusive.

Minor works

Minor works are works, other than immediate or major works, with a planned duration of three days or less.

Immediate works

Immediate works are either:

Emergency works required to end, or prevent, circumstances, either existing or imminent, that might cause damage to people or property.

Urgent works as defined in the Regulations as street works:

- (a) (not being emergency works) whose execution is required (or which the person responsible for the works believes, on reasonable grounds, to be required):
 - (i) to prevent, or put an end to, an unplanned interruption of any supply or service provided by the undertaker
 - (ii) to avoid substantial loss to the undertaker in relation to an existing service or
 - (iii) to reconnect supplies or services where the undertaker would be under a civil or criminal liability, if the reconnection is delayed until after the appropriate notice period; and
- (b) includes works that cannot reasonably be severed from such works.

Ends



Charges for Permits for Surrey County Council
 Under the
South East Permit Scheme

	Main roads	Minor roads
	All 0, 1, 2 streets and Traffic Sensitive (at any time) 3 & 4 streets	3 and 4 / Non Traffic Sensitive streets
Provisional Advance Authorisation	£83	£66
Major Activity [over 10 days] and all major works requiring a traffic regulation order.	£216	£141
Major Activity [4 – 10 days]	£127	£ 0
Major Activity [up to 3 days]	£58	£ 0
Standard activity	£127	£ 0
Minor Activity	£58	£ 0
Immediate activity	£52	£ 0
Permit Variation	£45	£35

No fee will be charged if;

- the promoter is carrying out Works for Road Purposes (WFRP) as or on behalf of the highway authority
- if the permit is deemed
or
- if a permit variation is initiated by the permit authority

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Appendix 3 - Granted Permits - (amount of works)

Totals – Granted Permits

	Immediate	Major	Standard	Minor	Total
Surrey Total	33,099	1,381	4,133	25,776	64,389
Elmbridge Utility Works	951	58	374	2,210	3,593
Elmbridge Surrey CC Works	2,386	64	126	95	2,671
Elmbridge All Works	3,337	122	500	2,305	6,264

Of the total of immediate permits ranted, 23,525 (71%) were raised for Surrey County Council own works County wide.

Major, Standard and Minor Permit Analysis – Granted Permits – Elmbridge

Traffic management defined as “positive stop” methods Stop / Go Boards – Temporary Traffic Signals – Road Closure

Traffic Sensitive as recorded in the National Street Gazetteer under conditions defined by the Department for Transport.

Works Type	Total	With T/M	With T/M on TS streets
Major	122	76	21
Standard	500	76	35
Minor	2,305	158	108

Immediate Permit Analysis – Granted Permits – Elmbridge

Works Promoter	Total	With T/M	With T/M on TS streets
Totals	3,337	542 (16%)	256 (8%)
Affinity Water	137	8	4
BT Openreach	122	9	7
Network Rail	1	1	0
Surrey County Council	2,386	459	202
Southern Gas Networks	229	16	10
Sutton and East Surrey Water	23	5	2
Thames Water	227	26	22
UK Power Networks	158	18	9
Virgin Media	54	0	0

Ends

Appendix 4 - Deemed/ Refused/ PMR(Permit Modification Requests) Permits

Totals – Deemed Permit Applications and Variation Requests

	Immediate	Major	Standard	Minor	Variation	Total
Surrey Total	91	4	22	40	79	236
Elmbridge	8	1	2	4	11	26

County wide the total loss of potential income against Deemed Permits totals £6,881.00

Deemed Percentage County Wide = 0.37% - Deemed Percentage Elmbridge = 0.04%

Major, Standard, Minor, Immediate and Variation Analysis – Deemed Permits

(Surrey wide analysis - T/M = Road Closure or Temporary Traffic Signals. T/S = Traffic Sensitive)

Permit Type	Total	With T/M	With T/M on TS streets
Major	4	2	1
Standard	22	8	2
Minor	40	6	6
Immediate	91	22	14
Variation	79	28	16

Refused Permits (including Refused Variation Requests)

Surrey Total 4,878

Elmbridge 844

Permit Modification Requests

Surrey Total 3,957

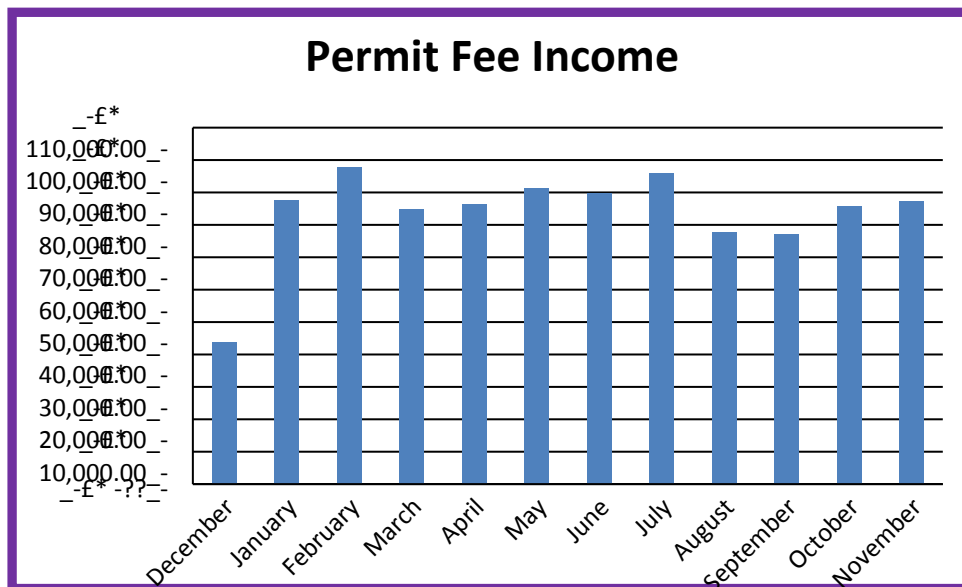
Elmbridge 730

Following the introduction of the Permit Modification Request option on the 1st April 2014, permit applications will primarily only be refused where dates clash with other works / events

Ends

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Appendix 5 Income – Permit Fees



No Permit fees were charged for the first month of operation of the Scheme, fees being introduced from the 11th of December 2013.

(In the above chart November is shown as a complete month as opposed to a part month up to the 10th of November which would represent the actual 12 month operational period).

Taking current financial year figures and projecting over 12 months, predicted income from Permit fees is **£1,040,207**.

Ends

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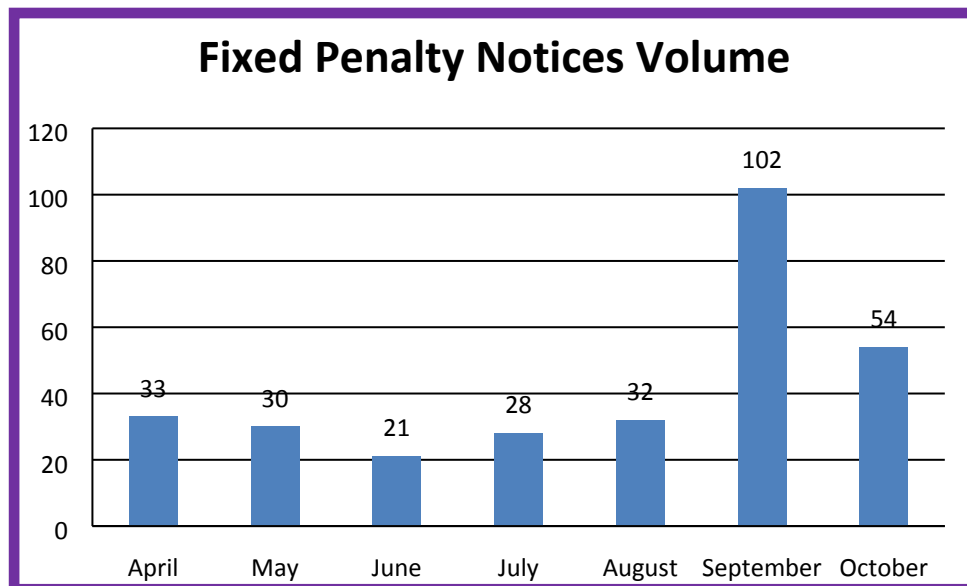
Appendix 6 Income – Fixed Penalty Notices

The criminal liability for breaching a Condition of a Permit can be discharged by the payment of a Fixed Penalty Notice (FPN), should the Authority decide to issue one.

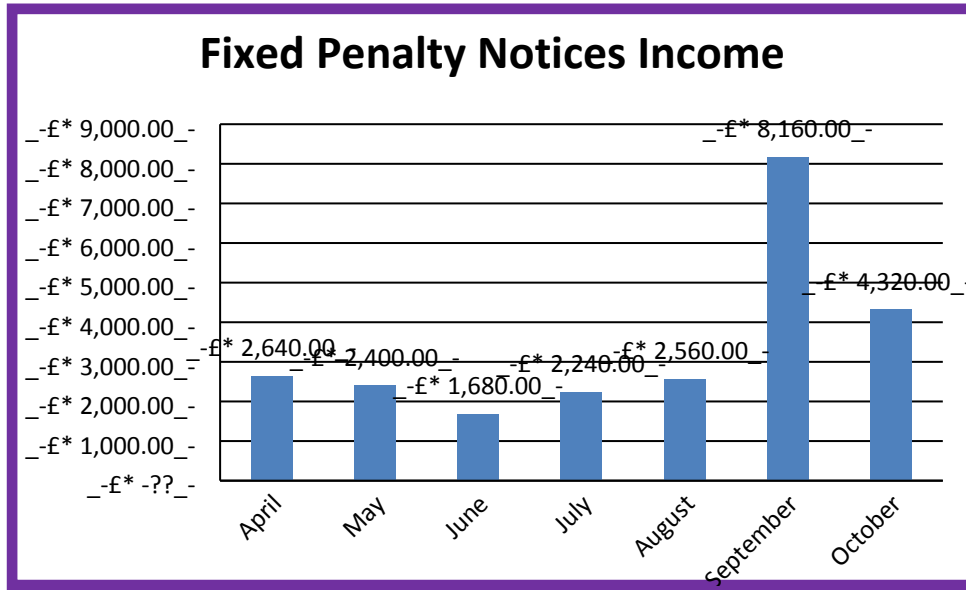
The charge rates for FPN's are defined by the Department for Transport at £120 discounted to £80 if paid within 29 days of issue.

The issuing of FPN's for breaches of Permit Conditions started on the 1st of January 2014.

(Information is available on FPN's issued from this date to end of financial year, (March 31st) but is not included in the table below due the format of the base data).



Based on the discounted rate of £80, the chart below shows FPN income in this financial year.



Ends

Appendix 7 - Case Studies

Oxshott High Street

The A244 is a significant artery in the Surrey highway network providing the link between the link between the A3 and M25. Part of this road forms Oxshott High Street and is part of the Ride 100 course. To carry out essential gas mains replacement, it was necessary for the road to be completely closed to traffic. Conditions were imposed that meant the works were undertaken in the summer school vacation, utilising extended hours and vacating the road totally over the weekend of the Ride 100.

Whilst the road was under closure, works by BT Openreach, Virgin Media, UK Power Networks, Sutton and East Surrey Water and our own Integrated Transportation Scheme works were instructed to take place to make best use of the closure period.

Whilst this may have been achievable under the previous Noticing regime with negotiation, the Permit Scheme gave the ability to instruct these events to happen.

Outwood Lane

Contractor JSM working for Abovenet Services are in the process of installing a new high speed fibre optic cable for data exchange between Croydon and Crawley.

At a certain location on the route, JSM chose to use the technique of “moling”. A works method that eliminates the need to open cut the surface but can only be undertaken where there is a clear path through suitable subsoil.

The moling tool contacted a twelve inch fresh water main which burst flooding 40 properties and affecting pressure in over 2500 homes and closing the road.

The Permit for the Abovenet works has been Revoked meaning JSM no longer have permission to undertake the works and have had to make good any excavations, stop work and clear the site until meeting have been held to review the situation.

Guildford Road, Woking

Permit approval was given to Southern Gas Networks (SGN) to undertake a service connection on the A320 in a location close to the town centre. These works were planned to start on the 13th of January and required two lanes of the main route into Woking to be reduced down to one lane only.

A few days earlier a major gas leak occurred on a roundabout on another main feeder road into Woking which required the use of five way temporary traffic signals causing significant disruption.

The Permit Scheme gives powers to Revoke a Permit application under certain conditions. Emergency works in a conflicting location is one of these circumstances, hence although they had been approved, the SGN works on the Guildford Road was Revoked to avoid compounding the levels of traffic disruption.

Monument Hill, Weybridge

A development of a new Morrison's supermarket in Weybridge had associated road relayout and utility works. The road revisions being part of a section 278 agreement (Highway modification).

Under the Permit Scheme, s278 works require to be carried out under an approved Permit. This enables the Street Works department to become involved in agreeing timings, durations and Conditions. Previously this was not the case.

Works on Monument Hill, Weybridge were proposed by the Developer to use two way traffic signals for a period of 26 weeks. With Street Works involvement the method of works was significantly changed and the length of time the temporary signals were required reduced by around ten weeks and Conditions on manual control of the traffic signals imposed.

Prior to the Permit Scheme resource did not exist in Surrey to review s278 works in this depth.

Copsem Lane

Sutton and East Surrey Water project to renew 500 metres of fresh water main and transfer 29 properties. This road joins the Oxshott High Street. A significant part of the main laying works, which was a longitudinal open cut trench in the carriageway, was instructed to be undertaken whilst the road was closed further down for the SGN works due to the reduced traffic levels. A section of the works that was undertaken outside of the closure time resulted in significant traffic disruption.

Consequently the subsequent works of providing service connection from the new water main into properties has been instructed by an "Authority Imposed Variation" (AIV) to be undertaken in off peak periods only between 09:30 and 16:00 or over a weekend period with the carriageway cleared and returned to full use outside of these hours.

An AIV being a Direction only available to Authorities operating a Permit Scheme.

A30 London Road, Bagshot

Scottish and Southern Energy (SSE) have been commissioned by a Developer to provide an upgraded electrical power supply to a new supermarket development. These works are on the same road in the exact same location as works took place 12 months previously by Affinity Water. The Affinity works caused considerable traffic delays and a vast amount of correspondence from dissatisfied members of the public. These works were undertaken under the previous Noticing scheme.

Under the Permit Scheme for the SSE works we have been able to impose traffic management layouts, instruct exact letter drop areas, advanced warning signage locations, working days and hours and the start date of the project with the objective of reducing traffic disruption by informing the public and ensuring effective working practices.

Ends

Appendix 8 - Inspections

'A' Inspections are undertaken during the works and are carried out against the DfT publication Safety at Street Works and Road Works a Code of Practice. Compliance with the document is statutory for street works and became statutory for Works for Road Purposes as of October 1st 2014.

'B' Inspections are undertaken between the date when work finish to any time up to six months later.

'C' Inspections are undertaken at the end of the 2 year guarantee period. Both 'B' and 'C' Inspections are done against the DfT document Specification for Reinstatement of Openings in the Highway.

'D1' Inspections are held with the works promoter in attendance where defective works are identified and disputed by the works promoter.

'D2' Inspections are carried out when remedial works are in progress on defective works.

'D3' Inspections are carried out when the repairs have been made to defective works

Third Party Report is the term given to a report from a third party of an issue with utility works which require a visit to site to inspect. During the first year of the Permit Scheme 94 of these were investigated across Surrey.

From **April 1st 2014** the facility became available to record the results of an inspection against applicable permit conditions under a bespoke code, **Permit Monitoring Result (PMR)**.

Before this facility a combination of **Site Occupancy Monitoring (SOM)** inspections and **Routine (RTN)** inspections were used for this purpose.

Additional Street Works Officers employed to support the Permit Scheme operation, and new inspection 'types' required by the operation of the scheme have allowed for a greater number of overall inspection of works to be undertaken. Using overall figures in the year prior to the introduction of SEPS total inspections numbered 13,326 against 21,041 for the first year post SEPS introduction.

This constitutes an additional 7,926 inspections per annum, a 59% increase in works inspections.

Total Inspection Quantities against Works Promoter – County Wide

Inspection Type	Total amount of Inspections Per Promoter
Abovenet Communications Ltd	4
BT Openreach	3319
Affinity Water	1673
ES Pipelines Ltd	4
Fulcrum Pipelines Limited	19
Gas Transportation Co	25
London Transport	1
National Grid Gas	482
Network Rail	35
O2 (UK) Limited	1
Romec	2
South East Water	1100
Southern Electric	521
Southern Gas Networks	3436
Southern Water	8
SSE Datacom	5
Surrey County Council	883
Sutton and East Surrey Water	2019
Thames Water Utilities Ltd	2741
T-Mobile (UK) Limited	7
UK Power Networks	1903
Virgin Media	2801
Vodafone	52
Grand Total	21,041

= Utility operating in Elmbridge

Totals – ‘A’, ‘B’ and ‘C’ Inspections plus Defect inspections

Permit	‘A’	‘B’	‘C’	D1	D2	D3
Surrey Total	3682	3178	3139	259	50	448
Elmbridge	505	392	356	25	3	44

Totals – TPR, SOM, RTN and PRM Inspections

Permit	TPR	SOM	RTN	PRM
Surrey Total	94	4094	3006	3295
Elmbridge	3	552	515	464

Using the **3295 PRM** figure in the table above an annualised figure of **5,600** inspections against compliance with Permit Conditions is calculated.

(SOM inspections returning to the original purpose of inspecting a works site on the day after completion is notified to ensure the site is clear and RTN inspections being any ad-hoc inspection carried out).

Ends

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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (ELMBRIDGE)****DATE:** 23 February 2015**LEAD OFFICER:** Rikki Hill – Parking Project Team Leader**SUBJECT:** Elmbridge Parking Strategy**DIVISION:** All in Elmbridge**SUMMARY OF ISSUE:**

In the past reviews of parking in Elmbridge have tended to be reactive and therefore sometimes piecemeal in their approach. The Committee is being asked to consider adopting a new approach to reviewing parking, which will be more proactive and strategic.

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

- (i) to adopt a new more strategic approach to reviewing parking provision in Elmbridge.
- (ii) to use the surplus from the on street parking account to fund the reviews.

REASONS FOR RECOMMENDATIONS:

In the past, reviews of parking have tended to be reactive in nature and concentrated on where parking was not desirable and so should be controlled or restricted. A more strategic approach would allow us to also consider where parking is needed and how those parking needs may be met.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The existing process for reviewing parking in Elmbridge has been largely reactive. The County Council's parking team has compiled a list of requests for changes to parking controls and restrictions and periodically (approximately every 15 months) members of the team have visited all the locations, where changes have been requested, and carried out an assessment of each one. They have then drawn up a list of the ones that they consider to be most necessary to implement and presented a report on their findings to the committee.

- 1.2 Although there have sometimes been large scale reviews of parking in specific areas, such as took place in Walton-on-Thames between 2007 and 2009, they have been the exception rather than the rule.
- 1.3 As a result the implementation of new controls and restrictions has tended to take place in a rather piecemeal fashion. In many cases where a restriction has been introduced because of dangerous or irresponsible parking, such as too close to a junction, this has not mattered as the introduction of a relatively small stretch of double yellow lines has not had any significant impact on a broader area.
- 1.4 However, where more substantial restrictions and controls have been put in place, the effects on surrounding roads and on parking habits have been more pronounced. In some places this has led to a creep effect, with parking problems being moved rather than resolved.
- 1.5 By its very nature the existing process has also tended to concentrate more on how parking can be controlled or restricted where it causes a problem and not so much on where parking is needed.

2. ANALYSIS:

- 2.1 The County Council's vision for parking as expressed in the Surrey Transport Plan is to provide parking where appropriate and control parking where necessary.
- 2.2 The objectives of the County Council's parking strategy are to reduce congestion caused by parked vehicles, make best use of the parking space available, enforce parking regulations fairly and efficiently, and provide appropriate parking where needed.
- 2.3 In terms of providing appropriate parking, this has to take into account the sometimes conflicting demands of residents and their visitors, business employees, business customers and other visitors.
- 2.4 In order to better meet the objectives of the County Council's parking strategy, it is necessary to change the way that we review parking in Elmbridge. Instead of just considering locations that have been brought to our attention, we should consider whole areas and put in place parking controls and restrictions that provide more comprehensive and longer term solutions.
- 2.5 In order to provide appropriate parking where needed, a first step will be to try and establish how much and what sort of parking is needed. To do this, it will be necessary to work with local business groups to find out how many staff need to park in a given area, and with representatives of residents to understand where pressure on the available parking space is most acute. The county and borough councils can then work together to put in appropriate measures to alleviate the pressure, while providing sufficient parking space both on street and in car parks.
- 2.6 This approach will need a considerable amount of stakeholder engagement and data gathering and it will be necessary to employ the services of an external consultant to help with this.

- 2.7 As well as making best use of the parking space available, we should also aim to maximise the amount of parking space available, and this would include considering whether all existing restrictions are necessary.
- 2.8 Adopting this new more holistic approach to reviewing parking will mean that it will not be possible to review the whole of Elmbridge at the same time. We would therefore need to review each area within the borough on a rolling programme and it would make sense to start with the Cobham area (including Stoke D'Abernon and Oxshott) as the Cobham Chamber of Commerce have already collected a considerable amount of information about the needs of local businesses and the amount of existing private off street parking spaces.
- 2.9 Taking into account the number of possible problems that have been brought to our attention in the last couple of years, we should then look at Weybridge, followed by the Moleseys and the Dittons, then Esher, Claygate and Hinchley Wood. We should finish with Walton & Hersham, as this is where there has most recently been a comprehensive review.
- 2.10 The aim would be to complete the reviews in all the areas within the next three financial years after which we would review our strategy and consider whether to start the process again or adopt a new approach.
- 2.11 As there may still be parking issues that arise outside of the above programme, where there is an irrefutable serious road safety implication, we would want to continue with a smaller version of the current review system to deal with these.

3. OPTIONS:

- 3.1 To change the approach as outlined in this report and so adopt a more strategic and holistic approach to reviewing parking in Elmbridge or
- 3.2 To carry on as before with the reactive reviews of parking.

4. CONSULTATIONS:

- 4.1 The Parking task group has been consulted and supports adopting a new approach.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 Under the terms of the agency agreement between the County Council and the Borough Council, whereby the Borough Council manages on street parking functions (including enforcement) on behalf of the County Council, the Local Committee receives 60% of any surplus that results from the operation. In the year 2013-14 the Local Committee's portion of the surplus was £120,712 and although there is no certainty about the amounts in future years, it is not unreasonable to expect that there will be an ongoing surplus, which could be used to fund the review programme.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 No significant implications arising from this report.

7. LOCALISM:

7.1 There will be considerable consultation and engagement with local communities as part of the new review process.

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 current method of reviewing parking in Elmbridge results in a reactive, and somewhat piecemeal, approach. The new strategic approach outlined in this report should result in a more comprehensive and holistic outcome to reviews, which should, in the long term, provide better solutions.

9.2 The Committee should adopt the new strategic approach to reviewing parking and fund it from the surplus on the on street parking account.

10. WHAT HAPPENS NEXT:

10.1 If the committee agrees to the new approach, the parking team will draw up a more detailed strategy to report to a future meeting of the Committee.

Contact Officer:

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

Consulted:

Parking Task Group.

Annexes:

None

Sources/background papers:
None

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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (ELMBRIDGE)****DATE:** 23rd February 2015**LEAD OFFICER:** David Sharpington**SUBJECT:** Elmbridge Cycling Plan**DIVISION:** ALL**SUMMARY OF ISSUE:**

As part of the Surrey Transport Plan, a Surrey Cycling Strategy was approved by Cabinet in December 2013. The Strategy set out a role for Local Committees to oversee the development of Local Cycling Plans. This report suggests a way forward for Elmbridge.

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

- (i) Approve the methodology for developing the Elmbridge Cycling Plan;
- (ii) Agree to develop the Cycling Plan jointly between the County Council and Borough Council;
- (iii) Agree to set up a task group to develop a full Plan.
- (iv) Agree the Terms of Reference (TOR) for the Cycling Task Group (Annex A)
- (v) Nominate and agree the County Council and Borough Council members of the Task Group (paragraph 3.1)

REASONS FOR RECOMMENDATIONS:

An Elmbridge Cycling Plan will support the Elmbridge Local Transport Strategy. A long-term, consistent approach to provision, that supports other programmes, will help its effectiveness.

1. INTRODUCTION AND BACKGROUND:

1.1 The Surrey Cycling Strategy, approved by Cabinet in December 2013, set its aim as 'more people cycling, more safely' and set out its vision:

"..... a true Olympic legacy would see every child in Surrey learning to ride a bike and being able to cycle safely to school. It would mean that many more

of our residents cycle for transport and leisure, reducing congestion and reliance on cars and reaping the considerable health and economic benefits this brings. And it would mean that people without access to a car can travel safely and affordably around the county.”

- 1.2 The objectives in the Surrey Cycling Strategy included, “Surrey Local Committees will oversee development of Local Cycling Plans that reflect local priorities and issues”. This would include an Elmbridge Cycling Plan.
- 1.3 Regarding infrastructure, the Surrey Cycling Strategy states, “We will improve infrastructure for cycling by securing funding to develop high quality, joined up cycle routes, taking account of international best practice, utilising off road and quiet streets, and separating cyclists from motorised traffic on busy roads where feasible. We will focus our efforts on routes that connect where people live with where they work, shop and go to school and with rail and bus stations.”

This approach arises from the view that most people do not wish to mix with heavy traffic when cycling and that the prospect of doing so prevents some people cycling altogether. This was reflected in the consultation for the Strategy, where the most common response to the questions, ‘what would encourage you to cycle more often?’ and ‘which of the following would encourage you to take up cycling?’ was in both cases, ‘more cycle routes, particularly away from busy traffic’. A survey of a cross-section of people in Walton-on-Thames and Leatherhead town centres, conducted in 2013, gave a similar result.

So the strategy places an emphasis on provision that provides an alternative to cycling on busy roads – cycle paths adjacent to the road, greenways completely away from the road and quiet road routes.

However, it also recognised that many confident, ‘fast’ cyclists may prefer to use the road, for example it takes them away from the presence of pedestrians and people riding bikes more slowly.

Other cycle infrastructure includes cycle parking and changing facilities at the workplace.

- 1.4 The strategy also recognises infrastructure provision by itself will not achieve the full potential benefits of cycling.
- 1.5 Promotion and events are an essential part of a strategy, especially in relation to public health programmes that are trying to reduce levels of inactivity in both the child and adult population.
- 1.6 Skills and behaviour are another key area of activity. A person cycling needs to achieve a basic level of traffic awareness, skills and control even if their intention is to ride only on quiet roads or cycle paths. Initiatives such as Drive Smart address all road users including people cycling; lawful behaviour and understanding and respect of other road users.
- 1.7 Lastly, monitoring and evaluation needs to be built into the Plan.

2. ANALYSIS:

- 2.1 The opportunity is to choose and target the correct Elmbridge-specific interventions to achieve the potential set out in the Surrey Cycling Strategy. This is where working on a Borough Cycling Plan, utilising local knowledge and evidence, could be effective.
- 2.2 As described in section 1, the range of activities that can help to increase the level of cycling and make it safer are:
- a. Infrastructure
 - b. Promotion and events
 - c. Skills and behaviour
 - d. Monitoring and evaluation

The Cycling Plan could be structured around these four strands.

- 2.3 A number of past and present projects in Elmbridge have been aimed at making cycling safer and promoting it as a healthy lifestyle. There are around 15km of cycle paths in Elmbridge (the majority of this length is the Thames Path) and around 12km of on-road cycle lanes, including Esher Road and Portsmouth Road. Unfortunately, this represents on a small proportion of what would be needed in the Borough to create a comprehensive network. The Borough Council currently runs a busy programme of Healthy Cycle Rides. The County Council offers subsidised Bikeability cycle training to all year 2, year 5 and year 6 pupils in the Borough and has for the past year also offered subsidised cycle training for older children and adults.
- 2.4 The Borough's Physical Activity strategy is currently under development and the Sport and Physical Activity strategy produced by Active Surrey is being updated. The Cycling Plan should support both of these strategies.
- 2.5 It may be that some current activities could be more co-ordinated to greater overall effect. For example, the cycle training provided by the County could be more promoted in the Borough's areas of priority for improving public health.
- 2.6 Creating a network of paths that are separated from busy roads will require substantial capital investment and it is a long-term prospect. The Department of Transport does make significant sums available for transport schemes, including cycling, either directly or through Local Enterprise Partnerships (LEPs). Highway authorities have to bid when a pot of funding is announced. The timescale for bids can be relatively short. It is an advantage in bidding processes if schemes have been developed to a point that shows they are feasible, have benefits and have a reliable cost estimate.

3. OPTIONS:

- 3.1 A Task Group to oversee the production of an Elmbridge Cycling Plan.

It is proposed to establish a member Task Group to then work on more specific priorities and proposals. The draft terms of reference are set out in Annex A. It is proposed that 3 County Councillors and 3 Borough Councillors

be nominated and appointed to the Cycling Task Group.

The following paragraphs set out an approach to developing a Plan.

3.2 Infrastructure

The following proposed three-stage approach will allow priorities to be developed with a framework of a consistent, Borough-wide approach to infrastructure:

1. Produce a Borough-wide Plan of connected 'desire lines'. Some initial officer work has already been undertaken on this, utilising existing facilities, proposals in the Forward Programme of the Local Transport Strategy and the strategy produced by the Weybridge Society. However, it is still draft and requires scrutiny. As well as providing a basis for developing priorities, a Borough-wide Plan could also help safeguard routes in other schemes and development proposals.
2. Segment this Borough-wide network into sections and assign a priority to each of the sections. There could be a range of criteria to give priority, e.g. public demand, congestion reduction, casualties, likely funding opportunities and so on.
3. Undertake more detailed feasibility in the priority sections. For example this could involve more detailed design of infrastructure, analysis of journeys to workplaces, schools and town centres and costing any proposals. It could also involve interested local stakeholders. The outcome could be a 'ready to go' set of measures as described in paragraph 2.6 above.

3.3 Promotion and Events

As stated in paragraph 2.4 above, the Borough is currently developing a Physical Activity Strategy. It is expected that promotion and events will be a key aspect of the Strategy, so the Cycling Plan should support it. Likewise, promotion can support new infrastructure by encouraging people to use it and setting out codes of behaviour.

3.4 Skills and behaviour

There are two County-wide initiatives that could be further adapted to develop an Elmbridge-specific programme. Firstly, Bikeability cycle training could be more specifically targeted at particular areas or groups. Secondly, Surrey County Council's Drive SMART road safety partnership with Surrey Police aims to reduce casualties and antisocial road use by encouraging users to share roads and paths lawfully and respectfully.

3.5 Monitoring and evaluation

Monitoring and evaluation will need to be part of individual initiatives involving infrastructure, promotion, skills and behaviour. As far as more general monitoring is concerned, other areas of Surrey have a network of automatic cycle counters and this is something that could be considered for Elmbridge. In 2015, a County-wide monitoring

survey will be undertaken, collecting quantitative and qualitative information from people who cycle and those who do not. This survey should yield Borough-specific information.

4. CONSULTATIONS

4.1 If the Committee agrees to establish a Task Group, that Group could be responsible for setting out a timetable for the production of the Plan and the scope of any related consultation.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 There are no implications as this report sets out a suggestion for producing a Cycling Plan rather than any actions that might come from it.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 An equality impact assessment was undertaken for the Surrey Cycling Strategy. This could form a framework for undertaking a similar exercise for an Elmbridge Cycling Plan as it is developed.

7. LOCALISM:

7.1 The Cycling Plan would be a borough wide document. Specific actions would have local impacts in their specified areas, and these will be assessed as proposals are brought forward.

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 proposed method for developing a Cycling Plan will help to ensure a Borough-wide, member-led set of proposals and priorities in which interested local people will be able to participate.

9.2 It is recommended that the Committee:

1. Approve the methodology for developing the Elmbridge Cycling Plan;

2. Agree to develop the Cycling Plan jointly between the County Council and Borough Council;
3. Agree to set up a task group to develop a full Plan.
4. Agree the terms of reference for the Cycling Task Group
5. Nominate and agree the County Council and Borough Council members of the Task Group

10. WHAT HAPPENS NEXT:

- 10.1 If the recommendations are agreed a Member Task Group will be established.

Contact Officer:

David Sharpington
Cycling Programme Manager
020 8541 9977

Consulted:

Borough Officers

Annexes:

- A. Draft terms of reference for Members Task Group

Sources/background papers:

1. Surrey Cycling Strategy, Surrey County Council Cabinet report item 224/13a, 17th December 2013.
 2. Elmbridge Local Transport Strategy and Forward Programme, Local Committee (Elmbridge) report item 38/14, 8th September 2014.
 3. Weybridge Cycle Strategy, January 2010, at www.weybridgesociety.org.uk
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SCC LOCAL COMMITTEE (Elmbridge)**Annex A****CYCLING TASK GROUP: DRAFT TERMS OF REFERENCE**Objective

The Cycling Task Group should be established to develop a Borough wide Cycling Plan and advise the Local Committee on cycling issues.

Membership

The Cycling Task Group will be made up of three County Councillors and an equal number of Borough Councillors, nominated by Elmbridge BC. A representative from the Elmbridge Cycling Forum will be invited to join. It may also consult with other relevant Local Committee Members, set up additional workshops and invite relevant stakeholders to participate as required.

General

The Cycling Task Group shall exist to advise the Local Committee and make recommendations to its parent Committee; it has no formal decision-making powers.

The Task Group:

- will oversee the production of a Cycling Plan
- develop a work programme
- unless otherwise agreed, meet in private
- formally record its actions
- officers supporting a Task Group will consult that Group and will give due consideration to the Group's reasoning and recommendations prior to the officer writing their report to the parent Local Committee and other relevant committees.
- can, should it so wish, respond to an officer report and submit their own report to the Local Committee.
- the terms of reference and membership will be reviewed annually, at the first Local Committee meeting of the new municipal year

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)

DATE: 23rd FEBRUARY 2015
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. Preparations are well advanced to deliver the Local Committee's programme of Highways works for the Financial Year 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(s) to undertake all necessary procedures to deliver the agreed programmes.

REASONS FOR RECOMMENDATIONS:

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

1. INTRODUCTION AND BACKGROUND:

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

1.2 The Local Committee in Elmbridge has been delegated Highway budgets in the current Financial Year 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	£9,300	Now complete.
Windmill Lane, Thames Ditton	Carriageway recycling	Centrally funded	Now complete.
Oatlands Drive, Walton	Cycle lanes and traffic calming	£22,750	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		£85,000	

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	£42,400	Complete.
Fleetside, West Molesey	Mobility Ramps	-	Unlikely to go ahead this FY.
TBA in West Molesey	Mobility Ramps	-	Unlikely to go ahead this FY.
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 ordered and awaiting programming.
Heath Road, Weybridge	Improve cycle route from Station to Town Centre (Part of Weybridge Station study)	£5,000	Feasibility study in progress.
Stoke Road, Cobham	Reduce speed limit to 30mph	£7,200	Due to be implemented in February 2015. £10,000 CIL funding approved.
Fairmile Lane, Cobham	Casualty reduction scheme at junction with Miles Lane	£48,300	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	£9,500	Complete.
Blundell Lane, Cobham, near Stoke Road	Extend footway	£11,300	Complete. <i>Funded from PIC contributions.</i>

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Location	Proposed works	Cost	Status (<i>at time of writing</i>)
Fairmile Park Road, Cobham	Speed Limit Review	£5,000	Traffic Orders being drafted.
Burwood Road, Hersham	Safety Improvements	£53,100	Zebra Crossing complete. £85,000 CIL funding approved for further works.
Primrose Road	LSR	£24,500	Ordered as reserve scheme, awaiting programming.
Rydens Grove	LSR	£44,300	Ordered as reserve scheme, awaiting programming.
Blakeden Drive, Claygate	LSR	£42,100	Complete
Brookfield Gardens, Claygate	LSR	£32,000	Ordered as reserve scheme, awaiting programming.
The Roundway, Claygate	Micro Asphalt, whole road	£14,400	Complete.
TBA in Oxshott, Claygate and Hinchley Wood	Mobility Ramps	-	Unlikely to go ahead this FY.
Wolsey Road and Wolsey Grove, Esher	LSR	£73,600	Complete
Esher Park Avenue	New parking space(s)	£1,800	Complete. <i>Funded from Cllr Selleck's non-Highways allocation.</i>
Walton Road / Bridge Road / Esher Road, East Molesey	LSR	<i>Funded by P400</i>	Complete.
Long Ditton Schools	School safety measures	£28,500	First phase complete. £90,500 CIL funding approved for further works.
Thames Ditton Fountain	Overrun protection measures	£2,300	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	£5,500	Detailed design complete. Construction abandoned due to safety concerns. Alternative scheme being considered in consultation with Members.

Location	Proposed works	Cost	Status (<i>at time of writing</i>)
Contribution to Walton to Halliford Cycle Scheme	New Zebra Crossing on Terrace Road near Grovelands.	£20,000	Under construction.
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	<i>Funded from Revenue</i>	Cllr Samuels requested locations to be decided with local input. Works complete.
Danes Hill, Oxshott	Pedestrian Crossing	£23,500	Complete. <i>Funded by Danes Hill School</i>
Total value of 2014-15 Divisional Programmes		Approximately £510,300	

2.5 The total value of the capital programme, including the carried forward costs and the 2014-15 Divisional Programmes, is estimated to be **£595,300**. This includes £32,500 CIL funding, £10,000 PIC funding, a £30,000 contribution for the Danes Hill School pedestrian crossing scheme, and £13,100 from Members' non-Highways funding. The total programme value will shift as costs of individual schemes are confirmed.

2.6 Three reserve schemes have been added to the Divisional Programmes since the previous Committee meeting of December 2014: Primrose Road, Rydens Grove, and Brookfield Gardens.

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.

Programme Monitoring and Reporting

2.8 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

2.9 Unfortunately no update was available at the time of drafting this report.

Parking update

2.10 Please see separate agenda item number 9.

Operation Horizon and Project 400 update

2.11 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.

2.12 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 includes the following roads:

- Crutchfield Lane
- Ambleside Avenue
- Brunswick Grove
- Devon Road
- Lyfield (footway and carriageway)
- Pound Close
- Meadowlands
- Freelands Road
- Manor Court
- Park Road
- Church Street
- Speer Road
- Buckingham Avenue

Priorities for 2015-16

2.13 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.

2.14 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

2.15 Officers have agreed with Divisional Members priorities for their respective Divisional Allocations for next Financial Year 2015-16. These are detailed in Table 5.

Table 5 2015-16 Divisional Programmes

Location	Proposed works	Cost	Status
Walton Road near new Day Centre / Mole Hall in Bishop Fox Way	New Pedestrian Crossing – feasibility study only.	£5,000	Needs design brief.
Walton Road at War Memorial - feasibility only	New Pedestrian Crossing – feasibility study only.	£5,000	Needs design brief.
Third Close, West Molesey	LSR – turning area Microasphalt – rest of the road	£tbc	Need to walk through with Kier.
Buckingham Avenue, West Molesey	LSR	£13,000	Need to walk through with Kier.
Spring Gardens, West Molesey	LSR	£27,000	Need to walk through with Kier.
Heath Road, Weybridge	Complete feasibility and obtain permissions for footway / cycleway improvement	-	Need to consult Elmbridge Borough Council.
Hangar Hill, Weybridge	LSR	£19,000	Need to walk through with Kier. <i>Note: Up to £55,000 for this scheme and Curzon Road</i>
Curzon Road, Weybridge	LSR	£58,000	Need to walk through with Kier. <i>Note: Up to £55,000 for this scheme and Hangar Hill</i>

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Location	Proposed works	Cost	Status
Stoke Road, Cobham	LSR	£55,000	Need to walk through with Kier.
Pleasant Place, Hersham	Pedestrian crossing improvements	Up to £55,000	Needs design brief.
Molesey Road near Thrupps Lane	Pedestrian crossing improvements	Up to £55,000	Needs design brief.
St Leonard's Road, Claygate	LSR	£44,000	Need to walk through with Kier.
High Street, Claygate	LSR	£10,000	Need to walk through with Kier.
Cigarette Island Lane	Realignment of uncontrolled pedestrian crossing	£5,000	Detailed design in progress.
High Street, Esher	Tidy up to include slip road outside Boots and main road leading up to The Bear	£15,000 to £20,000	Need to prioritise works and walk through with Kier.
Park Road, East Molesey	LSR	£35,000 to £40,000	Need to walk through with Kier.
Lammas Lane, Esher	Speed Management (<i>reserve scheme</i>)	£5,000	Needs design brief.
High Street, Thames Ditton	Remodel fountain junction – feasibility study only.	£5,000	Needs design brief.
Footpath 22 – between Ditton Hill Road and Rectory Lane	Footway slurry	£1,600	Need to walk through with Kier.
Rectory Road	LSR	£53,500	Need to walk through with Kier.
Basingfield Road	Footway widening on railway side (<i>reserve scheme</i>)	£35,000	Need to walk through with Kier.
Rydens Road	New pedestrian Crossing	£110,000	Initial public consultation in progress.
Sidney Road	Footway slurry (<i>reserve scheme</i>)	£45,000	Need to walk through with Kier.

Location	Proposed works	Cost	Status
Stuart Avenue	Footway slurry (reserve scheme)	£4,000	Need to walk through with Kier.
Braycourt Avenue	Footway slurry (reserve scheme)	£15,000	Need to walk through with Kier.
Total value of 2015-16 Divisional Programmes		In the range £494,100 to £608,100	

2.16 At this stage in the preparation of the Divisional Programmes it is not possible to forecast the cost of individual schemes accurately. Members should note that it is impossible to spend exactly £55,641 in each and every Division. Officers will endeavour to deliver as many of the schemes prioritised for the Divisional Programmes as possible.

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

3. OPTIONS:

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

4. CONSULTATIONS:

4.1 Officers have consulted Divisional Members to identify schemes for their respective Divisional Programmes for 2015-16.

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 Preparations are well advanced for next Financial Year's programmes.

10. WHAT HAPPENS NEXT:

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

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

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

Annexes: 0

Sources/background papers: None.

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

DATE: 23RD FEBRUARY 2015
LEAD OFFICER: NICK HEALEY, AREA TEAM MANAGER (NE)
 MELANIE HARRIS, SCHOOL COMMISSIONING OFFICER (NE)
SUBJECT: INFRASTRUCTURE PRIORITIES FOR COMMUNITY
 INFRASTRUCTURE LEVY (CIL) FUNDING
DIVISION: ALL

SUMMARY OF ISSUE:

In Autumn 2014 Elmbridge Borough Council awarded CIL funding to six transport schemes and one education scheme promoted by Surrey County Council. The deadline for the next opportunity to bid to Elmbridge Borough Council for CIL funding is April 2015, with Elmbridge Borough Council's Strategic Spending Board anticipated to meet in Summer 2015. This report summarises the successful bids and proposes new bids for the April 2015 deadline.

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

- (i) Approve the submission of one bid for transport scheme detailed in Table 1 and Annex 2 below;
- (ii) Approve the submission of five bids for education schemes detailed in Table 1;
- (iii) Engage with the Area Team Manager and School Commissioning Officer in the development of the approved bids, to ensure that Divisional and Ward Members are fully apprised of the proposed schemes (paragraph 4.1 refers).

REASONS FOR RECOMMENDATIONS:

Before bids are submitted to Elmbridge Borough Council they should be approved by the Local Committee.

1. INTRODUCTION AND BACKGROUND:

1.1 CIL is generally replacing the system of agreeing planning obligations between local councils and developers under section 106 of the Town and Country Planning Act 1990. In a two tier area such as Surrey charges are set by the borough or district councils based on the size and type of the new development and its viability. The levy is due once planning permission has been granted for development. Where a community infrastructure levy is in force, applicants must pay the levy to the local council when development commences and can be paid in instalments. The money raised from the community infrastructure levy is used to support growth by funding new and improved infrastructure. This infrastructure is largely provided by the Borough and County Councils and can include transport network improvements, new or enhanced schools and better leisure and recreation facilities.

1.2 Elmbridge Borough is one of the first councils in the country to adopt CIL. Elmbridge Borough and Surrey County Council are committed to joint working to use CIL funding effectively to help deliver infrastructure, and have agreed on a number of principles which will guide this process, as set out within the Memorandum of Understanding reported to Committee in June 2014.

1.3 Elmbridge Borough Council has established a Strategic Spending Board to consider bids for CIL funding, and make recommendations to Elmbridge Borough Council's Cabinet. It is Elmbridge Borough Council's Cabinet, which makes the final decisions. The next meeting of the Strategic Spending Board is anticipated to be in summer 2015; a deadline of 30th April 2015 has been set for bids to be submitted.

2. ANALYSIS:

2.1 For a scheme to be granted CIL funding, it must feature on the Borough Council's Regulation 123 list. The Regulation 123 list is, in effect, an exclusion list to prevent schemes being funded by both CIL and s106 funds. This document is reproduced in Annex 1.

2.2 The following criteria will influence the selection of recommended schemes for new bids:

- Schemes already identified as part of the Local Committee priorities;
- The Draft Local Transport Strategy and Forward Programme;
- Schemes forming part of the Education Capital programme;
- The deliverability of schemes;
- The potential to help initiate important strategic schemes that will require longer term joint funding;
- The value added by joint funding.

2.3 The proposed schemes for new bids for the April 2015 deadline are summarised in Table 1 below. Table 1 also includes schemes that have already been awarded CIL funding, and possible future schemes for future bidding rounds. For the schemes for bids for the April 2015 deadline further details are available for transport schemes in (Annex 2).

2.4

Table 1 Schemes for CIL bids past, present and future

Division	Successful bids	Proposed bids for April 2015	Possible future bids
East Molesey and Esher	Esher Transport Study £50,000 towards a feasibility study	Real Time Passenger Information (RTPI) & Bus Stop accessibility improvements £110,000 for RTPI displays and bus stop accessibility improvements at bus stops on Quality Bus Corridors in Esher, Cobham, Walton, Thames Ditton and Weybridge.	Implementation of schemes arising out of the Esher Transport Study .
Hersham	Burwood Road school safety measures £85,000 for works to follow and complement installation of Zebra Crossing Burhill Primary School £150,000 for MUGA		
The Dittons	Long Ditton Schools Safety measures £90,500 for works to follow and complement improved pedestrian crossing in Ditton Hill Road	Real Time Passenger Information (RTPI) & Bus Stop accessibility improvements (See above) Cranmere Primary School and Nursery £889,115 contribution to new nursery provision.	
Cobham and Stoke D'Abernon	Fairmile Lane Safety Improvements £22,500 contribution to construction of new road table Stoke Road speed management measures £10,000 contribution to speed management scheme	Real Time Passenger Information (RTPI) & Bus Stop accessibility improvements (See above)	Contribution towards construction of the Blundell Lane pedestrian / cycle accessibility improvements scheme.
Claygate, Hinchley Wood and Oxshott	Oxshott Speed Management measures £25,000 contribution to road safety and speed management schemes		Blundell Lane pedestrian / cycle accessibility improvements (see above)

Division	Successful bids	Proposed bids for April 2015	Possible future bids
Weybridge		<p>Real Time Passenger Information (RTPI) & Bus Stop accessibility improvements (See above)</p> <p>Manby Lodge Infant School £300,000 contribution to offset capital cost of project</p>	<p>Implementation of schemes arising out of the Elmbridge Cycle Strategy.</p> <p>Implementation of schemes to enhance Access to Brooklands</p>
Walton		<p>Real Time Passenger Information (RTPI) & Bus Stop accessibility improvements (See above)</p> <p>Walton Oaks Primary School £662,974 contribution towards 1 form of entry expansion.</p>	<p>Elmbridge Cycle Strategy (See above)</p> <p>Construction of Community Led Scheme for Terrace Road, between The Grove and Cottimore Lane</p> <p>Measures arising out of the Walton to Halliford Transport Study.</p>
West Molesey		<p>Hurst Park Primary School and Nursery £537,400 contribution to new nursery provision</p>	
Walton South and Oatlands		<p>Cleves Junior School Weybridge £200,000 for provision of a MUGA.</p>	<p>Elmbridge Cycle Strategy (See above)</p>
Total value of bids	<p>£433,000 Total £283,000 Transport £150,000 Education</p>	<p>£2,699,489 Total £110,000 Transport £2,589,489 Education</p>	

2.5 The next opportunity to bid for CIL funding is anticipated to be January 2016.

3. OPTIONS:

3.1 Other potential options for CIL funding are contained in the Borough's Regulation 123 List. This sets out those schemes which could be funded by CIL - see Annex 1.

4. CONSULTATIONS:

4.1 For any bids that are approved by the Local Committee, the Area Team Manager and School Commissioning Officer will engage with the Divisional and Ward Members to ensure they are fully apprised of the proposals ahead of the bid to the Strategic Spending Board in April 2015. It is recommended that Members reciprocate this engagement to ensure they are fully aware of the proposals in their Divisions and Wards.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The immediate financial implications of this paper are detailed in section 2 above.
- 5.2 The CIL fund is steadily growing as a result of ongoing development activity in Elmbridge. Officers of both County and Borough will continue to work together to make the most of this opportunity, and to ensure that other sources of funding are also as well coordinated as possible to maximise investment in Elmbridge.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 It is an objective of Surrey County Council to treat all service users equally and with understanding.

7. LOCALISM:

- 7.1 The infrastructure schemes recommended for approval reflect locally generated priorities.

8. OTHER IMPLICATIONS:

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

8.1 Crime and Disorder implications

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

8.2 Sustainability implications

The provision of strategic transport infrastructure will help reduce congestion and encourage the use of other forms of transport such as walking, cycling and public transport. This will help reduce carbon emissions and pollution and potentially improve public health.

8.3 Public Health implications

Encouraging walking and cycling will have positive health implications. The provision of play space and games facilities encourages active lifestyles.

9. CONCLUSION:

9.1 Schemes are recommended to Committee for new bids to be submitted to the Strategic Spending Board and subsequent approval by Elmbridge Borough Council's Cabinet.

10. WHAT HAPPENS NEXT:

10.1 Officers will engage with Members to develop the detail of the bids ahead of the submission deadline of April 2015.

10.2 Bids will then be submitted to the Strategic Spending Board for consideration after the General and Local Elections. The Strategic Spending Board is anticipated to meet in summer 2015.

Contact Officer: Nick Healey, Area Team Manager NE
Melanie Harris, School Commissioning Officer NE
Paul Druce, Infrastructure Agreements and CIL Manager

Consulted: N / A.

Annexes: 2

Sources/background papers: None.

**Community
Infrastructure Levy
Regulation 123 List
(February 2014)**

The following list identifies infrastructure projects and types of infrastructure which are eligible to be funded in whole or part through the Community Infrastructure Levy:

Infrastructure type or project	Exclusions
<p>Provision and ongoing maintenance in perpetuity of Suitable Accessible Natural Greenspace (SANGS) (Part of Thames Basin Heaths Special Protection Area Avoidance and Mitigation Measures).</p> <p>This is necessary to meet Article 6(3) of the Habitats Directive (Council Directive 92/43/EEC).</p>	<p>Strategic Access Management and Monitoring (SAMM). These costs associated with the mitigation measures are not deemed to be infrastructure and will be secured via separate legal agreements.</p>
<p>Transport</p> <p>The following borough wide/strategic transport improvements:</p> <ul style="list-style-type: none"> • Public transport infrastructure improvements including: <ul style="list-style-type: none"> • Bus stop accessibility • Bus shelters • Passenger information and electronic ticketing • Speed management measures • Passenger and public security and safety • Bus reliability measures • Passenger access and information improvements to railway stations • Walton to Halliford Transport Study • Esher Transport Study • Cycle network improvements • Weybridge public realm improvements • Safety infrastructure outside schools • Rights of way improvements <p>The following Local Road Network improvements:</p> <ul style="list-style-type: none"> • Oatlands Drive cycle facilities and speed management measures 	<p>All other site specific transport and highways improvements as identified in a site specific assessment.</p>

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Infrastructure type or project	Exclusions
<ul style="list-style-type: none"> • Burwood Road school safety measures • Oxshott speed management measures • Long Ditton schools safety measures • Fairmile Lane safety improvements • New Road, West Molesey safety improvements • Elgin Road, Weybridge traffic management measures • Stoke Road speed management measures • Blundell Lane pedestrian/cycle accessibility improvements 	
<p>Education The following education schemes:</p> <ul style="list-style-type: none"> • Rebuild of Manby Lodge Infants School • Rebuild of Hurst Park Primary School on former John Nightingale site • Replacement classroom at Long Ditton Infants School • Expansion of Long Ditton St Mary's Church of England Junior School • Expansion of Heathside Secondary School 	Improvements or provision of new education facilities which are directly related to a development.
<p>Leisure, sport and open space</p> <ul style="list-style-type: none"> • Children's and young people's play areas • Improvements to playing pitches • Indoor and outdoor sports provision • Improvements to open space 	Provision of new and improvements to existing sport and recreation facilities which are directly related to a specific development site and are required to ensure local plan policy compliance.
<p>Community facilities</p> <ul style="list-style-type: none"> • Libraries • Built Community Space 	Improvements which are directly related to a development.
<p>Recycling</p>	Improvements which are directly related to a development.
<p>Environmental Improvements</p> <ul style="list-style-type: none"> • Strategic flood risk infrastructure • Pollution abatement infrastructure 	Improvements which are directly related to a development.

Where site-specific exclusions are identified, they will be subject to statutory tests set out under Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended), which stipulates the following:

“A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is –

- a) necessary to make the development acceptable in planning terms
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development”.



Please note:

The inclusion of a project or type of infrastructure on the list does not signify a commitment from the Council to fund (either in whole or part) the listed project or type of infrastructure. The order of the list does not imply any preference or priority.

Future updates of this list will take place on a periodic basis and will have regard to:

- updates to the Council's Infrastructure Delivery Plan
- progress and delivery of the Council's Settlement ID (Investment and Development) Plans
- changes to the CIL regulations

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Annex 2 – Transport Bids

For this round of CIL funding bids there is a single passenger transport programme recommended: **Bus stop accessibility improvements and Real Time Passenger Information (RTPI)**.

High quality passenger transport infrastructure is essential to encourage more people to use bus services. As the gateway to the bus, bus stops need to be clearly visible, well designed and maintained, with comprehensive bus service timetable information and good passenger waiting shelters. The bus stops need to be accessible for all passengers, making it easy for passengers to board and alight, and away from parked cars which may obstruct the bus reaching the kerb. Traffic management measures can be applied to assist. Safe, clear pedestrian routes to/from the bus stops should also be provided.

Bus service information assists passengers making decisions where and when to travel. RTPI is a system to deliver to bus passengers information on the whereabouts and arrival times of buses in real time, to facilitate journey planning, to engender confidence among bus passengers as to the arrival time of their service, and ultimately their arrival time at their chosen destination, supporting sustainable modes and encouraging sustainable travel.

As part of the countywide Local Transport Review we propose to develop a network of Quality Bus Corridors through Elmbridge in partnership with the Abellio bus company. This work will support the commercial and supported bus market, with measures to encourage greater usage and improve accessibility. The detail of this work will be informed following a full analysis of the public consultation. However an initial high level analysis indicates that Surrey residents place great value on RTPI and better passenger waiting facilities, improved publicity and information.

It is anticipated that bus stop accessibility improvements and RTPI displays would be provided at some of the busiest bus stops in Elmbridge which could include:

- Esher
- Cobham
- Walton
- Thames Ditton
- Weybridge

RTPI displays installed with power (if not already available at the bus shelter) are £10,000 to £12,000 each. New bus shelters range from £5,000 to £10,000 installed dependent upon design and location, while accessibility works to the footway approximately £3,000.

On this basis the bid has been valued at £110,000; £60,000 for RTPI displays and £50,000 for bus stop improvements. If successful officers would anticipate that RTPI displays would be installed and operational within six months of being notified of available funding.

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)

DATE: 23rd FEBRUARY 2015



LEAD OFFICER: **GARATH SYMONDS, ASSISTANT DIRECTOR FOR YOUNG PEOPLE**

SUBJECT: **RECOMMENDATIONS FOR AWARD OF LOCAL PREVENTION WORK FUNDING IN ELMBRIDGE**

DIVISION: **ALL**

SUMMARY OF ISSUE:

The Local Committee is responsible for commissioning Local Prevention services to prevent young people becoming Not in Education, Employment or Training (NEET) within their local area. The Local Committee Youth Task Group has recently met and received presentations from a range of potential providers. This paper sets out their recommendations for awarding Local Prevention funding.

The recommendation for the award of funding is the culmination of several months of work by the Youth Task Group and SCC officers that will result in services being commissioned by the Local Committee in response to local need. The work will be delivered by two commissions:

- The Local Prevention One to One Early Help contract which will build the resilience of young people and remove identified barriers to their future employability, as part of Surrey's early help arrangements.
- The Local Prevention in Neighbourhoods grant which will build the resilience of young people who are at risk of becoming NEET in local communities.

As a result of 2015-16 budget setting process Services for Young People (SYP) is facing an overall budget reduction of £2.6 million, subject to final decision by the County Council. It should be noted that funding amounts for Local Prevention in Neighbourhoods included in this paper reflect the current 100% allocation and may be subject to a reduction to 80% following final budget decisions by the County Council.

RECOMMENDATIONS:

The Local Committee (Elmbridge) is asked to:

1) Approve the Youth Task Group recommendation to award a contract for a 36 month period for One to One Work from 01 September 2015 to Surrey Care Trust for the value of £65,000 per annum (subject to future changes in SYP budgets). Within the contract there is the opportunity to extend the service for further two years, subject to budget changes, provider performance and any changes in the needs of young people.

2) Approve the Youth Task Group recommendation to award a grant for a 36 month period for Neighbourhood Work from 01 September 2015 to the following providers:

- (i) The Lifetrain Trust for 50% of the grant value
- (ii) Eikon for 50% of the grant value

Within this grant agreement there is the opportunity to extend the service for further two years, subject to budget changes, provider performance and any changes in the needs of young people.

REASONS FOR RECOMMENDATIONS:

The recommendations will support the Council's priority to ensure that all young people in Surrey are employable.

1. INTRODUCTION AND BACKGROUND:

1.1 Services for Young People Local Prevention has been operating in Elmbridge since 1 April 2012. The current grant comes to an end on 31 August 2015. It is necessary, therefore to re-commission for delivery to begin on 1 September 2015.

1.2 The Local Prevention allocation to the SCC Local Committee in Elmbridge is £125,000 per annum. This is the current budget allocation for the period from 1 September 2015 to 31 August 2016, however it should be noted that this is likely to decrease as a result of a 20% reduction to funding for Neighbourhood prevention, subject to final budget decisions by County Council. It should also be noted that funding amounts beyond 2015-16 will be subject to future budget changes. The allocation is based on the number of young people who are NEET, at risk of NEET, involved in offending, and open-referrals to Children's Services in the borough, with an adjustment for the number of youth centres.

1.3 Local Prevention from 2015-2020 will be in two parts: Neighbourhood Prevention and One to One Early Help Prevention.

1.4 Local Prevention in Neighbourhoods is an outcome based grant to fund delivery of preventative services that build resilience of young people who are at risk of becoming NEET, through addressing locally identified needs and priorities. The grant is for £60,000 per annum (pa) for Neighbourhood Prevention (please note there is likely to be a 20% funding reduction to this grant). Awarding this funding through a grant affords bidders greater flexibility to respond to local needs and enables negotiation with bidders during the process to ensure the offer best meets local need.

1.5 Local Prevention One to One Early Help will offer one-to-one support to young people, building relationships to remove barriers and achieve positive behaviour change, preventing the need for specialist services in the future. Young people will be referred to the provider through the SCC Youth Support Service. The contract value is £65,000 pa (subject to future budget changes). Awarding the funding through a contract means the service requirements are more rigidly defined, which fits with the clear one to one offer required through this commission.

1.6 Local Prevention delivers against the County Council's expectation that where possible local youth services will be commissioned locally. In furtherance of this agenda the Local Committee convened a Youth Task Group to act in an advisory capacity through the procurement process with representation from young people, County Members, Borough Members, community stakeholders and support from County and Borough Officers, as set out in the Council's constitution.

1.7 The purpose of Local Prevention is to prepare young people for participation and prevent them becoming NEET. It works with young people of secondary school age, who are most at risk of becoming NEET and complements the functions of the Youth Support Service that has a clear focus on young people who are currently NEET or who are currently in the Youth Justice system.

2. ANALYSIS:

2.1 The provider solutions were sought in a competitive process involving four stages:

- Local Specifications seeking initial proposals from potential providers
- Mini competition for short-listed bidders to present their proposals to the Local Committee Youth Task Group
- Local Committee receiving recommendations from the Youth Task Group
- Award of Grant and Contract

2.2 The Youth Task Group met on 30 June 2014 to develop a needs assessment for Elmbridge. There were representations from young people, elected members (County Council and Borough Council), County Council and Borough Council officers, and other local stakeholders. The workshop was able to consider the data on NEET young people, young people at risk of NEET and youth offending, information from the Index of Multiple Deprivation (IMD) and the perspective and experience of the workshop participants.

2.3 The Local Committee approved the Local Prevention Specifications for Elmbridge on 08 September 2014, this included the following key priorities:

- Transport – young people being able to access services and youth provision that already exists
- Young people's mental health
- Careers advice and work experience – enabling young people to understand and adjust when moving from education to employment.
- Young people with caring responsibilities
- Lack of designated youth spaces in parks

2.4 The following key identified neighbourhoods were highlighted by the Task Group:

- Molesey South
- Hersham North

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- St Johns, Walton Ambleside, Walton North
- Cobham Fairmile, Cobham and Downside
- Thames Ditton

2.5 In addition the Task Group identified a need for projects that fulfil the following key criteria:

- Work with the local business community to help with careers advice and work experience.
- Projects should increase the number of things to do and places to go.
- Provision should be at the point of need wherever possible rather than asking young people to travel to the provision.
- Projects should be mobile.
- Projects should make good use of resources that already exist in Elmbridge – specifically this relates to village halls and mini buses that are owned by schools, but could extend to other community resources.

2.6 The funding opportunity was published and widely publicised, reaching at least 100 voluntary organisations across the County, inviting as many bidders as possible to submit bids in response to the needs and priorities identified. A provider event was held on 16th October 2014 and was well attended.

2.7 Two bids were received for One to One work and were both short-listed; three bids were received for Neighbourhood Prevention and two were short-listed. Those organisations who were short-listed presented their proposals to the Youth Task Group on 14 January 2015.

2.8 The Task Group consisted of both County and Borough/District elected members. In addition officers from Surrey County Council and Elmbridge Borough Council were present. The Task Group received presentations from each provider, followed by questions to those providers on their bid. Following all the provider presentations a discussion was held to form the recommendation to the Local Committee for both Neighbourhood Prevention and One to One Early Help Prevention.

2.9 The shortlisted bidders were as follows:

Neighbourhood Provision:
Eikon
The Lifetrain Trust

One to One Provision:
Eikon
Surrey Care Trust

2.10 Following the presentations the Youth Task Group recommended that:

The Lifetrain Trust should receive 50% (£30,000pa) of the funding available for Neighbourhood Provision.

Eikon should receive 50% (£30,000pa) of the funding available for Neighbourhood Provision.

(NB – there is likely to be a 20% reduction in funding for Local Prevention in Neighbourhoods, subject to final County Council budget decisions)

and

Surrey Care Trust should receive 100% (£65,000pa) of the funding available for One to One Provision.

3. OPTIONS:

3.1 The Committee is asked to approve the award of funding to the providers as recommended by the Youth Task Group. This will ensure young people receive a service from 1 September 2015.

Should the Committee opt not to approve the providers' bids, SCC officers will work to develop a further solution in conjunction with the Youth Task Group, which may mean a delay in the start of the commission of 1 September 2015.

4. CONSULTATIONS:

4.1 There has been wide ranging consultation with young people, staff, and partner agencies. A Services for Young People Project Board (including Elected Members, Surrey County Council officers and young people) has been established to oversee re-commissioning for 2015-20. Members have been consulted through the Local Committee Youth Task Group.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 It is anticipated that local commissioning will offer better value for money in that the outcomes commissioned will be more closely aligned to local need.

5.2 Funding is subject to the annual budget setting process for the County Council and is subject to change.

6. LOCALISM:

6.1 The Local Prevention Commissions are at the heart of Surrey County Council's commitment to localism. Local Prevention involves local young people, elected members and wider stakeholders in decision making.

7. EQUALITIES AND DIVERSITY IMPLICATIONS:

7.1 The devolved commissioning budget is likely to be targeted on groups who are vulnerable or at risk. An Equality Impact Assessment has been completed for this re-commissioning cycle to assess the impact of this commission on young people with protected characteristics.

8. OTHER IMPLICATIONS:

8.1 Crime and Disorder implications

- a. It is anticipated that this commission is likely to target young people in this priority group.

8.2 Corporate Parenting/Looked After Children implications

- a. It is anticipated that this commission is likely to target young people in this priority group.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The Local Committee is asked to approve the recommendation of the Youth Task Group for the award of two Neighbourhood Prevention grants and a One to One contract for a 36 month period from 01 September 2015 (subject to future budget changes) to the following providers:

- Neighbourhood Grants:

The Lifetrain Trust for £30,000pa (50% of available funding)
Eikon for £30,000pa (50% of the available funding)

(NB – there is likely to be a 20% reduction in funding following final County Council budget decisions)

- One to One Early Help Contract:

Surrey Care Trust for £65,000pa (100% of available funding)

10. WHAT HAPPENS NEXT:

10.1 Following the anticipated approval by the Committee, the decisions will be published. After publication these Local Committee decisions are subject to a 5 day 'call in' period, after which the grants and the contract for Elmbridge will be awarded to The Lifetrain Trust, Eikon and Surrey Care Trust. This commission will start on 1 September 2015, ensuring a swift start to delivery of services to young people. The Youth Task Group will have the option of meeting twice per year, where updates will be provided on the performance of the providers.

Contact Officer:

Jeremy Crouch, Lead Youth Officer - 07968 832437.

Consulted:

Services for Young People Project Board
Service users have been consulted as part of the Local Prevention re-commissioning process.

County Council Cabinet Member

Linda Kemeny, Cabinet Member for Schools and Learning
Clare Curran, Cabinet Associate for Children, Schools and Families

Annexes:

No annexes

Sources/background papers:

Services for Young People report to Elmbridge Local Committee – 8 September 2014
Creating Opportunities for Young People: Re-Commissioning for 2015-2020 (Cabinet Paper)
– 23 September 2014

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (ELMBRIDGE)****DATE:** 23 FEBRUARY 2015**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 As with all expenditure by the Council, spending of members' allocations should:
- Be directed to activities for which the County Council has legal powers;
 - Meet demonstrable local needs;
 - Deliver value for money, so that there is evidence of the outcomes achieved;
 - Be consistent with County Council policies;
 - Be approved through a process that is open and transparent, consultative, accountable, and auditable;
 - Where appropriate, allow opportunities to be taken to pool funds with partner organisations.
- 1.4 Member Allocation funding is made to organisations on a one-off basis, so that there should be no expectation of future funding for the same or similar purpose. It may not be used to benefit individuals, or to fund schools for direct delivery of the National Curriculum, or to support a political party.

2. RECENT PROJECTS:

- 2.1 Two examples of projects that have received funding:

1st Molesey Sea Scouts water activity centre – Ernest Mallett (£1171), Stuart Selleck (£474)

The ultimate aim of the project is to build a water activity centre and boat shed on Hurst Riverside land in Molesey. The Members' Allocation funding will be put towards architect's fees, a utilities report, assessment by structural engineers and the initial planning application.

Strengthening families course – Margaret Hicks (£2000), Rachael Lake (£500)

The Strengthening Families, Strengthening Communities course helps promote protective factors which are associated with good parenting and better outcomes for children. The team will then have the skills to help parents with the following:

- How to motivate their children to try their best at school
- How to build better relationships with their child
- How to stop their child becoming involved in anti-social behaviour, drugs, drinking and other crimes
- How to put boundaries into place

3. ANALYSIS:

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

4. OPTIONS:

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

5. CONSULTATIONS:

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

6. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 6.1 Each project detailed in this report has completed a standard application form giving details of timescales, purpose and other funding applications made. The county councillor proposing each project has assessed its merits prior to the project's approval. All bids are received and scrutinised by officers in the County's Community Partnership Team. We also contact officers from other services and departments for advice if we require additional information or specialist knowledge to assess the suitability of projects. We ensure that bids comply with the Council's Financial Framework which contains the financial rules and regulations governing how Members' Allocations funding can be spent .
- 6.2 The current financial position statements detailing the funding by each member of the Committee are attached at **Annex 1**. Please note these figures will not include any applications that were approved after the deadline for this report had 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 the same for all projects.

8. LOCALISM:

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

9. OTHER IMPLICATIONS:

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

10. CONCLUSION AND RECOMMENDATIONS:

- 10.1 The spending proposals put forward for this meeting have been assessed by officers in the Community Partnerships Team, against the County standards for appropriateness and value for money within the agreed Financial Framework.

11. WHAT HAPPENS NEXT:

- 11.1 Payments to the organisations have, or will be paid to the applicants, and organisations are requested to provide publicity of the funding e.g posters, leaflets, articles in newsletters. We also require evidence that the funding has been spent within 6 months e.g receipts, photos, invoices.

Contact: Georgie Lloyd, Local Support Assistant (georgie.lloyd@surreycc.gov.uk)

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

UPDATED 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	Surrey 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		22.01.2015
	EF700247921	Claygate Allotment Holders Associatio	Secure shed at Telegraph Lane Allotments	£350.00		24.09.2014
	EF300392101	Surrey Highways	The Roundway resurfacing		£3,888.00	
	EF800246565	St Christopher's PCC	Hinchley Wood Community Hub	£1,000.00		17.12.2015
	EF700257425	Claygate Parish Council	Noticeboard	£300.00		16.12.2015
	EF800250434	Claygate Parish Council	Tree replacements	£500.00		16.12.2015
	EF700260045	Cobham Community Bus Company	Start up costs	£2,000.00		09.01.2015
	EF700261897	Claygate Lifestyle Experience	Spring Into Claygate	£300.00		28.01.2015
	EF800257008	Claygate Recreation Ground Trust	Improvements to official's room	£1,200.00		02.02.2015
	EF800258652	SATRO	Mobile classroom	£200.00		
	EF800258944	Claygate Cricket Club	Cricket nets	£450.00		
	EF800243525	Claygate Parish Council	Repair to Millennium sign, Claygate	£1,000.00		09.01.2015
			BALANCE REMAINING	£0.00	£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	Surrey 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		24.11.2014
	EF400202307	Surrey Highways	St Leonards Road lighting upgrade		£2,576.69	
	EF700252373	Long Ditton Residents' Association	Long Ditton Christmas trees	£600.00		24.11.2014
	EF800243103	Drop in and Play	Drop in and Play Christmas event	£670.00		
	EF300399317	Surrey Highways	St Mary's Road, Long Ditton lighting column move		£785	
			BALANCE REMAINING	£2,721.12	£526.31	

				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	Surrey Corporate Parenting	Looked After Children Fund	£500.00		18.11.2014
	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	Surrey Highways	Charlton Avenue trees		£2,569.00	
	EF700263991	Hersham Parochial Church Council	New noticeboard	£864.00		04.02.2015
	EF700262932	Elmbridge Borough Council	Strengthening families training	£2,000.00		
	EF700265067	SATRO	Mobile classroom project	£1,000.00		
	EF700264751	Surrey Youth Support Service	Elmbridge bike project	£3,936.00	£611.40	
	EF800244390	Hersham Youth Trust	Canopy project	£1,500.00		23.10.2014
			BALANCE REMAINING	£0.00	£0.00	

REVENUE CAPITAL DATE PAID

UPDATED 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.

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Rachael I Lake	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£10,300.00	£3,888.00	
	EF700238069	Touch Tennis Pro Ltd	Touch Tennis	£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	£2,000.00		06.10.2014
	EF700262566	iID Consortium	Creative Lunch	£1,200.00		22.01.2015
	EF700263348	Surrey Highways	Terrace Road cycle scheme		£3,888.00	
	EF800258164	Cobham Cedar Centre	Equipment for community space	£762.00		
	EF800259522	Sunbury & Walton Sea Cadets	Flexible road trailer and dishwasher	£2,850.00		
	EF700262932	Elmbridge Borough Council	Strengthening families training	£500.00		
			BALANCE REMAINING	£1,664.00	£0.00	

Mary Lewis	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE £10,300.00	CAPITAL £3,888.00	DATE PAID
	EF400192523	Surrey Highways	Fairmile Park Road, Cobham - Speed Limit	£1,112.00		23.04.2014
	EF400192523	Surrey Highways	Fairmile Park Road, Cobham - Speed Limit		£3,888.00	30.04.2014
	EF700230937	Stoke D'Aberton RA	Station Road, Stoke D'Aberton - Service Road Repair	£300.00		19.05.2014
	EF800235834	Homestart Elmbridge	PR/Marketing Profile Raising	£450.00		01.08.2014
	EF300387473	Surrey Highways	Downside Lorry Signage	£200.00		08.10.2014
	EF300392213	Surrey Corporate Parenting	Looked After Children Fund	£500.00		
	EF700260455	Cobham Community Bus Company	Start up costs	£3,000.00		09.01.2015
	EF700258068	Stoke D'Aberton Residents' Associatic	Community debriliator	£250.00		16.12.2014
	EF700260028	St Matthews Parent Teacher Associati	Library enhancement and library enhancement	£1,000.00		20.01.2015
	EF800252152	Cobham Community Garden	Start up costs	£750.00		
	EF800258164	Cobham Cedar Centre	Equipment for community space	£2,238.00		
	EF800237363	Love of Learning	A six week course delivered to unemployed women	£500.00		08.08.2014
			BALANCE REMAINING	£0.00	£0.00	

Christian Mahne	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE £10,300.00	CAPITAL £3,888.00	DATE PAID
	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	Surrey Highways	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
	EF700260045	Cobham Community Bus Company	Start up costs			
	EF300392213	Surrey 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	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE £10,300.00	CAPITAL £3,888.00	DATE PAID
	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

UPDATED 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.

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	16.12.2014
EF700256628	Ray Road Allotment Association	New strimmer	£488.00	09.01.2015
EF800258149	1st Molesey Sea Scouts	Water Activity Centre	£1,170.38	
EF800238273	Enigma Theatre	Bernard Shaw's Pygmalion	£500.00	04.09.2014
BALANCE REMAINING			£500.00	£0.00

Tony Samuels	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	CAPITAL	DATE PAID
	EF400192518	Surrey Highways	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	Surrey Highways	Normanshurst Road - Verge Landscaping	£800.00		25.06.2014
	EF300392213	Surrey Corporate Parenting	Looked After Children Funding	£500.00		
	EF800248786	Surrey Young Carers	Forum meetings for young people	£500.00		16.12.2014
	EF700262566	iID Consortium	Creative Lunch	£1,200.00		
	EF400211729	Surrey Highways	Crutchfield Lane LSR	£5,414.00	£3,888.00	
	EF700251692	Walton Business Group	Walton Christmas festival of lights	£500.00		30.10.2014
BALANCE REMAINING			£0.00	£0.00		

Stuart Selleck	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	CAPITAL	DATE PAID
	EF400192535	Surrey Highways	Removal of 2 Tree Stumps at Douglas Road, Esher	£700.00		28.04.2014
	EF400192528	Surrey Highways	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	Surrey Corporate Parenting	Looked After Children Fund	£500.00		
	EF400204729	Surrey Highways	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		16.12.2014
	EF800256909	Elmbridge Borough Council	Memorial bench	£600.00		22.01.2015
	EF800258150	1st Molesey (Jaguar) Sea Scouts	Water Activity Centre	£474.00		
	EF700248394	Esher & District Citizens Advice Bureau	Replacement lighting	£314.00		24.09.2014
BALANCE REMAINING			£0.00	£0.00		

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