

Agenda

Elmbridge
Local Committee

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

Discussion

Highways Update

Joint Youth Strategy

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, 21 March 2016

Time: 4.00 pm



You can get involved in the following ways

Get involved

Write a question

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

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

Sign a petition

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

Thank you for coming to the Local Committee meeting

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

Email: cheryl.poole@surreycc.gov.uk

Tel: 01372 832606

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



SURREY



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Surrey County Council Appointed Members

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

Borough Council Appointed Members

Cllr Nigel Cooper, Molesey East
Cllr Andrew Davis, Weybridge North
Cllr Chris Elmer, Walton South
Cllr Brian Fairclough, St George's Hill
Cllr Neil J Luxton, Walton Central
Cllr Dorothy Mitchell, Cobham and Downside
Cllr T G Oliver, Esher
Cllr John O'Reilly, Hersham South
Cllr Peter Szanto, Molesey East

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.

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Mrs Margaret Hicks (Chairman) Hersham	Mr Michael Bennison (Vice-Chairman) Hinchley Wood, Claygate & Oxshott	Mr Ramon Gray Weybridge	Mr Peter Hickman The Dittons
			
Rachael I Lake Walton	Mrs Mary Lewis Cobham	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 Nigel Cooper Molesey East	Cllr Andrew Davis Weybridge North	Cllr Chris J Elmer Walton South	Cllr Brian Fairclough St George's Hill
			
Cllr Tim Oliver Esher	Cllr Neil J Luxton Walton Central	Cllr Dorothy Mitchell Cobham & Downside	Cllr John O'Reilly Hersham South
		 <p>Elmbridge Borough Council <i>... bridging the communities ...</i></p> <p>Local Committee (ELMBRIDGE)</p> <p>Borough Council Co-optees 2015-16</p>	
Cllr Peter Szanto Molesey East			

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1 APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2 MINUTES OF PREVIOUS MEETING

(Pages 1 - 12)

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 THE ROLE OF ELMBRIDGE BOROUGH COUNCIL HOUSING AND BENEFIT SERVICES [FOR INFORMATION]

Julie Cook, the Head of Housing Services at Elmbridge Borough Council, will give a presentation about the Service and particularly the current challenges it faces with welfare reforms.

5 CHAIRMAN'S ANNOUNCEMENTS

To receive any Chairman's announcements.

6 LOCAL COMMITTEE DECISION TRACKER [FOR INFORMATION]

(Pages 13 - 14)

To note the updates in the tracker document.

7 PETITIONS

To receive any petitions in accordance with Standing Order 68. Notice should be given in writing or by e-mail to the Community Partnership and Committee Officer at least 14 days before the meeting. Alternatively, the petition can be submitted on-line through Surrey County Council's e-petitions website as long as the minimum number of signatures (30) has been reached 14 days before the meeting.

a PETITION RESPONSE [FOR INFORMATION]

(Pages 15 - 16)

To provide Members with an Officer response to a petition with 32 signatures requesting for Fleet Close, West Molesey to be resurfaced, submitted to the Local Committee on 7 December 2015.

8 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.

9 MEMBER QUESTION TIME

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

10 HIGHWAYS UPDATE [EXECUTIVE FUNCTION]

(Pages 17 - 74)

This report summarises progress with the Local Committee's programme of Highways works for the current Financial Year 2015-16 and provides an update on the preparations, which are well advanced, to deliver the Local Committee's programme of Highways works for the Financial Year 2016-17. In addition it requests appointments to a Member Task Group to steer the Esher Transport Study.

11 ELMBRIDGE JOINT YOUTH STRATEGY UPDATE [FOR INFORMATION]

(Pages 75 - 112)

The purpose of this report is to update the Local Committee on the current status of the Elmbridge Joint Youth Strategy and the work it is doing to improve outcomes for young people in the borough of Elmbridge.

12 MEMBERS' ALLOCATIONS UPDATE [EXECUTIVE FUNCTION - FOR INFORMATION]

(Pages 113 - 120)

This report provides an update on the projects that have been funded from the Members' Allocation since April 2015.

DRAFT

Minutes of the meeting of the
Elmbridge LOCAL COMMITTEE
 held at 4.00 pm on 7 December 2015
 at Council Chamber, Elmbridge Civic Centre, High Street, Esher, KT10 9SD.

Surrey County Council Members:

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

Borough / District Members:

- * Cllr Nigel Cooper
- * Cllr Andrew Davis
- * Cllr Chris Elmer
- Cllr Brian Fairclough
- * Cllr Neil J Luxton
- * Cllr Dorothy Mitchell
- * Cllr T G Oliver
- * Cllr John O'Reilly
- Cllr Peter Szanto

* In attendance

50/15 APOLOGIES FOR ABSENCE [Item 1]

Apologies for absence were received from SCC Councillors Peter Hickman, Ernest Mallett and Tony Samuels and Elmbridge Borough Councillors Peter Szanto and Brian Fairclough.

51/15 MINUTES OF PREVIOUS MEETING [Item 2]

The minutes of the meeting held on 14th September 2015 were agreed.

52/15 DECLARATIONS OF INTEREST [Item 3]

Borough Councillor John O'Reilly made a declaration in respect of Item 10, saying he had met with Burhill Estates over a lunch, at which their plans had been discussed. He believed the discussions did not preclude him from participating in item 10.

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53/15 JOINT WASTE COLLECTION CONTRACT [Item 4]

Matt Smyth (SCC Waste Development Group Manager) and Ray Lee (Strategic Director Elmbridge Borough Council) gave a presentation on the Joint Waste Collection Contract. The presentation is attached as Annex A.

Members' questions/concerns included the following:

- Whether when working out the new more efficient routes for the refuse trucks would air quality management areas and social areas be taken into account.
- The breaking of the speed limit by the trucks
- Why Elmbridge is in 8th place out of the 11 Surrey boroughs for the rate of recycling
- How other businesses involved in recycling e.g. charities will be affected
- How the Members can be assured that the contract will go to the lowest bid
- The public still need reminders about recycling

The officers responded that the areas through which the truck routes were planned would be taken into consideration and that, as with all contractors that the Council uses, the drivers are expected to follow the Highway Code. One of the reasons why the recycling rate has reduced is that the total volume of waste has increased and therefore the percentage is lower. In addition there has been an issue as regards the recycling of dead leaves in roads which can currently no longer be recycled, but this is under discussion with the Environment Agency. Officers added that the aim is to award the contract to the 'best' contractor so both quality and price are being considered and that they are currently working on new ways to promote recycling.

54/15 CHAIRMAN'S ANNOUNCEMENTS [Item 5]

The Chairman announced that 2 Elmbridge organisations had been successful in their bids to the SCC Community Improvements Fund:

- Princess Alice Hospice £10,000 towards the Man shed
- St Marys Church East Molesey £20,000 towards changing the layout of the church and resurfacing the car park.

She also informed the meeting that Hampton Court Way would be closed on 19th February 2016 for a sports event.

55/15 LOCAL COMMITTEE DECISION TRACKER (FOR INFORMATION) [Item 6]

The information contained in the tracker document was noted.

56/15 PUBLIC QUESTION TIME [Item 7]

Two public questions had been received. The questions and responses are attached as Annex B.

Barry Fairbank, Elmbridge Borough Councillor, put his question and Frank Apicella, Highways officer, added to his tabled response that the costs incurred are for the advertising of the TRO to close the road, but that Network Rail could reduce the costs by amalgamating road closures. The £4k quoted includes the diversion which would be required.

Mark Sugden, Chairman Claygate Parish Council, put his question and Frank Apicella added to his tabled response that it should be known by the end of the financial year when the work on the roads in question would be carried out.

57/15 MEMBER QUESTION TIME [Item 8]

No Member questions were received.

58/15 PETITIONS [Item 9]

Four petitions were received. They are attached in Annexes C, D and E.

Petition 1

The resident, Kevin Shields, presented the petition requesting the resurfacing of Fleet Close, explaining the road provides vehicular access to houses, flat and garages to the residents of both Fleet Close and Fleetside and pedestrian access to Island Farm Rd where a shop is located and which, along with Central Avenue, has major bus routes. The road has been in existence approximately 42 years and has worn well over this period until the last 9 months when it has deteriorated due to heavy lorries and machinery using the road on an almost daily basis to access the site on the old Surveyor Public House grounds. He added that as it is a cul-de-sac the vehicles need to turn around in the road which has cut up the road surface, particularly the corner which is used to access Island Farm Road and this is a safety concern for the elderly and very young. The petitioner asked whether, when planning permission was granted, was there no provision requiring the construction company to make good any damage caused to the road. He finished by saying that although they are keen for the repairs to take place as soon as possible they do not think it should be down to the taxpayers to fund them.

The Chairman told the petitioner that a response will be provided at the next meeting on 21st March 2016.

Petition 2

Wendy Vinzce, a resident, presented the petition requesting Surrey County Council to urgently improve road safety on Manor Road North leading to Claygate Lane for all pedestrians and cyclists. She explained that the petition has huge support including from local schools, local councillors, residents, Elmbridge Sustainable Transport Team and voluntary groups with 1,076 signatures and 136 letters of support. The number of school children crossing the road has increased

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with Hinchley Wood Secondary School number on role increasing from 1100 to 1300 and the primary school changing from 1 form to 3 form entry. Too many near misses are taking place on this section of road. She added the main concern is the secondary school children, who we know are not risk averse. Drivers have also said they do not like travelling along that stretch of road.

She said that the Elmbridge Sustainable Transport Team had visited the location in June and will be revisiting in January 2016 to assess the situation as part of Road safety outside schools, along with the Highways and the Police.

Mike Bennison, the Divisional Member, thanked the petitioners for bringing their petition and for the good presentation.

A response will be provided at the next meeting on 21st March 2016.

Petition 3

Paul Welham, a resident, presented the petition requesting a lorry ban in Egerton Road, Weybridge. He explained that this is a purely residential road, which is being used by contractors' lorries, who are accessing properties on St George's Hill. It is a narrow road, which is not suitable for lorries. The contractors are parking the lorries making it difficult for residents to exit their driveways and they are particularly dangerous for children and the elderly. In addition the lorry drivers can be rude and aggressive. He added that the lorries had caused the damage which had led to the collapse of the drain at the corner of Old Avenue and Egerton Road.

Ramon Gray, the Divisional Member, said that there are a lot of HGVs and this was a significant problem for the residents, but thinks a restriction would be ineffective. He explained if a ban was introduced the residents of Egerton Road would be happy, but the problem would be moved to another location and it would also increase the length of the journey for the contractors. He asked the petitioner to contact him directly to discuss the anti-social behaviour issues.

A response to the petition had been tabled at the meeting as in Annex D. Frank Apicella, the Highways officer, added to the tabled response by reiterating that a ban would mean that the problem would migrate to another location.

Petition 4

Elio Hannuna, a Hersham resident, presented the petition requesting the traffic regulation order in force in Mayfield Road to be amended so the residents of Waterloo House and other future developments are not eligible to apply for residents or visitor parking permits as part of the existing scheme. He explained that the residents of Waterloo House have their own parking and the residents' bays in the road are needed for those people who don't have alternative places to park. The current situation is that there are very few bays and if the residents of Waterloo House and similar developments are allowed to park, it will mean that people are leaving their cars in roads

where they are not residents. He added that already there are vehicles which have been left in the bays for over a week without having been moved.

Rikki Hill, the Parking Project Team leader, added to the response tabled at the meeting, as per Annex E, by confirming that the team will be looking at the whole area as part of the current Strategy. He also said that Elmbridge Borough Council had advised that only 4 permits so far had been issued to Waterloo House residents and there was no reason to believe that there would be more requests.

**59/15 PETITION RESPONSE: FAULKNERS ROAD (EXECUTIVE FUNCTION)
[Item 9a]**

Frank Apicella, Principal Highway Maintenance Engineer, introduced the report which was a response to both petitions received at the last meeting concerning Faulkners Road. He explained that there was an issue with the solution proposed by the petitioners as a Traffic Regulation Order (TRO) would be required to ban the turns and the introduction of a new TRO requires robust reasons and therefore it is recommended that the parking review takes place first and then the situation is considered when the outcomes of this review are seen.

Councillor O'Reilly said it was a narrow road, there had been many near misses and it would be better to be proactive. He felt the report was weak and that there had been no reference in the report to the requirement of a robust reason. He explained that all regulations can be breached so that is not a good enough reason and if the number of people using the turns was reduced by 30 to 40 % that would be an improvement. He added that he thought installing a bollard making it difficult for lorries to use the turn was an excellent idea and it was important to take some positive steps.

The Local Committee resolved to defer this decision, until a separate meeting of officers and local Councillors has taken place.

Reason: to enable further discussions to take place regarding this matter.

60/15 ALLEGED PUBLIC RESTRICTED BYWAY ALONG TURNERS LANE AND PART OF BURHILL ROAD, WALTON AND WEYBRIDGE (OTHER COUNTY COUNCIL FUNCTIONS) [Item 10]

The Chairman, Margaret Hicks, declared that she had been consulted on the issue in this report, had attended a presentation by Burhill Estates and had also had contact with the applicant.

Before introducing the speakers for this item, the Chairman explained how the item would run and added that the Committee had received training on ROW items and that a site visit had taken place.

Rodney Whittaker spoke in favour of the application. He explained he was speaking as an Elmbridge resident and on behalf of the Ramblers Association. The agreement of the recommendation and the addition of the route to the definitive map would guarantee for the future the access for walkers/cyclists/horse riders, which they have already been able to use freely for many years.

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He continued that it is the limitation of the right which is in question, but that he agrees with the officer's report that no exception to the 2006 Act applies.

He emphasised that this decision only applies to public rights, not private rights, but that he believed a number of the small enterprises along the lane had been misled into thinking the making of this order would affect their private rights such that their businesses could not be accessed by motor vehicles, which is needed.

He said he hoped the committee would assure them that the making of this order would have no impact on their private rights.

He ended by saying it is the duty of the local committee to make the order if the evidence on the balance of probabilities supports it, which Rodney Whittaker believed it does.

The next speaker was Colin Mayes, Chief Executive of Burhill, who was concerned about the recommendations of the report. He explained that the road had been open to the public and people had been driving on it for many years and since 2006 when the legislation came into force.

The only difference in his view and that of the officer is as to whether the rights were extinguished by NERC 2006 Act.

He added he had sent a summary of his reasons to the Committee Members on 3 December.

He explained that the majority of the owners of properties along the lane don't have any private rights on paper, so they would have to prove they do, otherwise they would be committing a criminal offence each time they drive down Turners Lane.

It is not enough for one ROW officer in 2015 to say that SCC will turn a blind eye to the public driving down the road. It is not good creating such uncertainty and could have an adverse affect on the businesses.

He ended by asking the Committee to recognise the public right to drive down Turners Lane.

The next speaker was Tony Pidgley speaking on behalf his Uncle, Victor Pidgley, himself and his family, who confirmed he owns a property along the route. He explained he didn't want to argue this issue from a legal position, but said that this is an issue about people and the community accessing the lane by vehicle. He had started his business over 50 years ago and had been accessing it by vehicle 7 days per week, sometimes 10 to 12 times a day. His Uncle's business which has been operating since 1960s using lorries and machines is also based there. Many other families have also used the lane to access properties and adjacent fields for leisure and equestrian purposes. There are also other properties which are let on a commercial basis.

He added that Turners Lane is not made up so it is not easy to walk along in the winter when it is dark and wet.

He ended by asking the Committee to protect the community right to use the lane to access their properties and businesses.

Coral Davies was the next to speak and she explained that she kept horses on the lane along with 6 others and had rented the yard on the west for 25 years. Since 1985 she and her daughter had been driving up and down Turners Lane and the people who keep horses need to use vehicles for numerous reasons including to carry kit, to use horse boxes, for people to give and attend riding lessons, to have feed delivered and for vets to visit. She said if it becomes a restricted public byway then it will be a criminal offence for the public to drive on the lane and the public need to be clear they can access it without any confusion. She asked that the Committee vote for it to be recognised as a public road.

Paul Barnes, the Property and Asset Manager for the Burhill Group was the next speaker. He said he wished to respond to some of the points made by Rodney Whittaker. He does not believe that this is a section 67/5 situation and the public rights to drive along Turners Lane were not extinguished by the 2006 Act. In addition there is no court decision to support 'what private rights that are reasonably necessary' means. He added that it would not be good for SCC Members to vote for a public restricted byway knowing that their authority is going to turn a blind eye to the implications of its responsibilities as a highway authority. There was concern that if people think they may be committing a criminal offence then they may be put off using the road, which could have a negative effect on businesses. Paul Barnes ended by asking for responsible decision making from the Committee.

The applicant, Doug Williams, then spoke, explaining he had lived on Burwood Road opposite Turners Lane since 1971. In 2011 he had seen a barrier being erected, but it was removed the following day. After further attempts to restrict access he decided to make the application in order to safeguard public access to this greenbelt, biodiverse area.

He added that he supports the officer, who had carried out the legal analysis and Rodney Whittaker and urges the LC to agree the recommendation.

Dan Williams, the Countryside Access Officer, introduced the report explaining SCC has a duty to modify the map if there is sufficient evidence to support the modification. The process here is to register the right. SCC considers the roads in question are private roads, over which the nature and extent of rights is unknown at the current time.

He continued that the public user evidence shows that it was mainly on foot or bicycle. Further evidence supplied by Burhill demonstrates vehicular use, but most of the vehicular use would normally be considered as exercising a private right. By user evidence alone it ought to be considered a public bridleway.

Many of the frontagers have private rights recorded in their deeds. Historical evidence, however, shows that both routes have long been considered as public highways, perhaps since 1700s, and supported by

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evidence from 19th and 20th centuries, as outlined in paragraphs 2.14 to 2.33 of the report.

If the Committee considers that it is a public highway, then it must consider whether vehicular rights were extinguished by NERCA 2006, as the officer deems that none of the exceptions were met. Burhill claimed that the main lawful use was in motor vehicles, but had no data for the period 2001 to 2006, however they supported it with data from traffic surveys in 2013/14.

The officer explained why Burhill's arguments were problematic. In the guidance to NERCA 2006 section 67(2)(a), the use must have been by the public and private use is irrelevant. If it didn't mean public use and the use by frontagers was relevant then there would have been no need to include 67(5), which expressly provides for private rights. With reference to the traffic survey provided by Burhill from 2013/14, the character and use of the lane in 2014 would have been different from that of 2001-6.

The officer summarised that he believed that NERCA 67(1) extinguished any public rights, the exception in 67(2)(a) was not met, but 67(5) means that the private rights of landowners/guests/invitees/business attendees are not compromised and that the public restricted byway can reasonably be alleged to subsist.

Members questions/concerns included the following:

- a. Why are SCC getting involved in the issue
- b. That it is a very complicated issue to understand. The committee needs to be sure that it is not discretionary whether SCC will prosecute
- c. Are existing rights protected?
- d. Whether the application could be considered in 2 separate parts? A to C as a highway and C to D as a bridleway
- e. What are the options if the Committee don't agree the recommendation
- f. What the difference will be for real people if it is agreed?
- g. What is the advantage of formalising the right?
- h. Why are we changing it?

The officer responded as follows:

- a. SCC have a duty to look at the evidence
- b. There is no example to base this on, but 67(5) states where MPV rights are extinguished, private rights are granted.
- c. The Golf Club are a frontager so are in the same position as other frontagers
- d. It is in the power of the Committee to break the order apart
- e. The Committee could decide that no public rights exist or they could turn down the recommendation because they think it should be a public highway. If not agreed the applicant could appeal to the Secretary of State, who might direct us to make the order. If the Committee agrees the recommendation, it is advertised, anyone can raise objections. If sustained the order can't be confirmed and a public inquiry will probably follow.
- f. In practice there will be no real difference for frontagers and the public will have the legal right.

- g. The public will have a legal right to use the route on foot, horseback, bicycle and in a non- mechanically propelled vehicle so the council is protecting their public rights.
- h. Currently the public have no recorded rights. The process is about recording rights, which we believe the public already have, not creating new rights.

The Members asked further questions and expressed the following concerns/views:

- a. If we agree this recommendation are we protecting the current rights, giving them a legal basis. If so I think this is the way to go.
- b. We must make sure there is no derogation of anyone's rights. If so I am happy to proceed.
- c. Think the recommendation is the best level on offer
- d. Did the officer say that if you have a reasonable need you can still use the road?
- e. Not convinced, I think it should be a highway. No point in changing.

The officer answered as follows:

- a. Yes
- b. I can only assure you on the basis of what the legislation 67/5 states.
- c. *No reply required*
- d. Yes the Act refers to reasonable need for access e.g. for people who live there and their guests
- e. We have a duty based on the evidence to make a decision. We believe it was historically a full highway, but as discussed this was subject to extinguishment under NERCA 2006. The exceptions were considered, but I don't believe it meets any of them. Evidence shows that it is a public restricted byway. If Members think any of the exceptions are met then they could say they think it should be a highway, but that would be outside this process to record.

Recommendation i) the Members voted 9 for, 3 against with 1 abstention

Recommendation ii) the Members voted 9 for, 3 against with 1 abstention

The Local Committee agreed that:

- i. Public restricted byway rights are recognised over the routes A-B-C (Turners Lane) and C-D (Burhill Road) on Drawings Nos. 3/1/78/H22 and H23 and that the application for a MMO under sections 53 and 57 of the Wildlife and Countryside Act 1981 to modify the DMS by the addition of a public restricted byway is approved. The routes will be known collectively as Public Restricted Byway No. 41 (Walton and Weybridge).
- ii. A MMO should be made and advertised to implement these changes. If objections are maintained to such an order, it will be submitted to the Secretary of State for Environment, Food and Rural Affairs for confirmation

**61/15 COBHAM, STOKE D'ABERNON AND OXSHOTT PARKING REVIEW
(EXECUTIVE FUNCTION) [Item 11]**

Adrian Harris, the Parking Project Team Engineer, introduced the report explaining that the review in Cobham, Oxshott and Stoke D'Abernon area was the first since the new strategy had been introduced. It had considered both on and off street parking and there were some off street parking issues which were still being looked at.

Mary Lewis, Surrey County Councillor, thanked officers for their systematic approach. She said she had visited all the sites where changes were being recommended and that the recommendations provided some good solutions and had addressed some safety needs. There are still some further options particularly for off street parking, which hopefully the borough can take forward. Borough Councillor Dorothy Mitchell commented that County and Borough had worked well together on the process. She added that land ownership is one of the barriers to resolving some of the problems.

The Local Committee resolved:

- (i) The county council's intention to introduce the proposals in Annex 1 is formally advertised, and subject to statutory consultation;
- (ii) If objections are received the Parking Strategy and Implementation Team Manager is authorised to try and resolve them;
- (iii) If any objections cannot be resolved, the Parking Strategy and Implementation Team Manager, in consultation with the Chairman/Vice Chairman of this committee and the county councillor for the division, decides whether or not they should be acceded to and therefore whether the order should be made, with or without modifications.

Reason: Changes to the highway network, the built environment and society mean that parking behaviour changes and consequently it is necessary for a Highway Authority to carry out regular reviews of waiting and parking restrictions on the highway network.

62/15 HIGHWAYS UPDATE (EXECUTIVE FUNCTION) [Item 12]

Frank Apicella (Principal Highway Maintenance Engineer) introduced the report. He explained the various tables in the document had been updated with the latest information and the report included details of the Long Ditton Trust Fund in paragraphs 2.9 to 2.12. In addition the proposed bus stop in Station Avenue was detailed in paragraph 2.13 to 2.15.

The Chairman encouraged the SCC councillors to contact the Area Highways Manager with their divisional programmes for the next financial year. Comments were made about how highly the Members value the local highway allocation.

The Local Committee resolved to:

- (i) Authorise the implementation of a new bus stop clearway outside numbers 39 and 41 Station Avenue, Walton (paragraphs 2.13 to 2.15 refer);

- (ii) Authorise the Area Team Manager in consultation with the Chairman and Vice Chairman to decide Divisional Programmes for next Financial Year, in the event that individual Divisional Members have not confirmed their priorities by 18th December 2015 (paragraphs 2.23 to 2.25 refer);
- (iii) Authorise the Area Highway Manager in consultation with the Chairman, vice Chairman, and relevant Divisional Member(s) to undertake all necessary procedures to deliver the agreed programmes.

Reason: to enable the 2016-17 Highway programmes funded by the Local Committee to be decided in good time to facilitate timely delivery of those programmes.

63/15 MEMBERS' ALLOCATIONS UPDATE (EXECUTIVE FUNCTION - FOR INFORMATION) [Item 13]

The Local Committee noted:

- (i) The amounts that have been spent from the Members' Allocation budget, as set out in Annex 1 of the report.

Meeting ended at: 6.25 pm

Chairman

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Local Committee Decision Tracker

This Tracker monitors progress against the decisions that the local committee has made.

NB. Once actions have been reported to the committee as complete, they are removed from the tracker.

Meeting Date	Item	Decision	Due By	Officer	Comment or Update
14 September 2015	6a	To fund a feasibility study for a crossing on Hurst Road, Molesey	End financial Year 2016-17	Nick Healey	Will not be funded before the financial year 2016-17.
7 December 2015	9a	Officers and local Members to meet to discuss Faulkners Rd issues	End of March 2016	Nick Healey	This issue is due to be discussed as part of a meeting scheduled for mid March 2016.
7 December 2015	10	MMO for Turners Lane & Burhill Road made, be advertised & be submitted to the Secretary of State.	End of March 2016	Dan Williams	The order will be made sometime in the coming month. This was deferred over the Christmas period and has been delayed somewhat due to questioning of the committee decision and process by both the applicant and an affected landowner.
7 December 2015	11	Changes to parking restrictions in Cobham are advertised and implemented	September 2016	Adrian Harris	Proposals have been advertised. Aiming to have final agreements made by end of March. Then detailed design and implementation



					to take place in spring /summer 2016.
7 December 2015	12	Implementation of new bus stop clearway outside 39 & 41 Station Ave, Walton	End of March 2016	Roy Varley	Bus Stop Clearway 'cage' on order expected to be painted by end of March 2016.

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)

DATE: 21 MARCH 2016



LEAD OFFICER: NICK HEALEY, AREA HIGHWAY MANAGER (NE)

SUBJECT: PETITION RESPONSE – FLEET CLOSE

DIVISION: WEST MOLESEY

SUMMARY OF ISSUE:

A petition has been received from residents of Fleetside and Fleet Close, West Molesey, calling for the resurfacing of Fleet Close. The petition represents 15 households in Fleet Close and 6 households in Fleetside, with a total of 32 signatures. There are 16 houses in Fleet Close altogether.

RECOMMENDATIONS:

FOR INFORMATION ONLY

PETITION RESPONSE:

Fleet Close was reviewed in March 2016. The carriageway is in poor condition, with substantial areas of wearing course having been worn off altogether leaving the base course exposed. The thickness of the wearing course is less than 40mm thick, which means the worn areas are not considered to be Safety Defects. However now that the base course is exposed, it is likely that Safety Defects will form over the coming months, especially as the weather cools down towards next winter. Further frost during the current winter season may result in Safety Defects forming.

The cost of resurfacing Fleet Close in its current condition would be approximately £15,000. If the road is left untreated and the base course deteriorates, the cost of resurfacing would increase accordingly.

Fleet Close is by no means the only road in Elmbridge or indeed West Molesey that is in poor condition. Roads such as Boleyn Drive, The Crescent, Berkeley Drive, Second Close, Beldham Gardens and Victoria Avenue have all been brought to Officers' attention as being in need to carriageway maintenance works. Fleet Close would be a higher priority than these roads for resurfacing. In addition there is demand on the Local Committee's funds for improvements across the Borough, for example in the Fleetside, Bishop Fox, and Hurst Park estates there is a need for dropped kerbs to assist less able pedestrians to negotiate side road junctions. The demand on the Local Committee always exceeds the available budgets, and so priorities need to be made. The Divisional Member has already allocated their monies for 2017-18 for a feasibility study looking at pedestrian crossing facilities on

ITEM 7a

Hurst Road in response to a previous petition, and also to resolve a drainage problem by the West Molesey War Memorial.

Officers maintain lists of suggested maintenance and improvement schemes on behalf on the Local Committee, and will add Fleet Close to the list of suggested maintenance schemes. This does not guarantee that Fleet Close will be resurfaced, only that it will be considered when the Committee's 2017-18 budgets are allocated. The Chairman has asked officers to arrange a private workshop for the Local Committee to review its strategy for budget allocation, to ensure allocations are made to support the Local Committee's long term aspirations for Elmbridge. With this in view the Divisional Member is not able to offer to fund the resurfacing of Fleet Close in 2017-18 at the present time, as the Committee's strategy for budget allocation for 2017-18 is not yet decided.

The Local Committee's 2016-17 budgets are committed, as detailed in the Highways Update report. If Committee wished to resurface Fleet Close in 2016-17 in response to this petition, it would need to reallocate monies from an existing commitment. In the meantime as with all roads in the County Fleet Close will continue to be inspected on a regular basis and any Safety Defects repaired.

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

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (ELMBRIDGE)****DATE: 21ST MARCH 2016****LEAD OFFICER: NICK HEALEY, AREA HIGHWAY 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 2015-16.

Preparations are well advanced to deliver the Local Committee's programme of Highways works for the Financial Year 2016-17.

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

- (i) Appoint a Member Task Group, comprising of both Borough and County Members, to steer the Esher Transport Study (paragraphs 2.29 and 2.30 refer);
- (ii) Authorise the Area Highway 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 have been agreed with individual 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 2015-16 as follows:
- Local Revenue: £161,050
 - Community Enhancement: £45,000
 - Capital Integrated Transport Schemes: £202,000
 - Capital Maintenance (drainage): £50,500
 - Capital Maintenance (general): £151,500
 - Capital underspend carried forward from 2014-15: £32,000
 - Total: £642,050
(2015-16 budget £610,050 plus 2014-15 carry forward £32,000)
- 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 February 2015 Committee approved the 2015-16 budget allocations shown in Table 1 below:

Table 1 Approved allocation of budgets for 2015-16

Approved allocation	Amount
Pooled Revenue To cover various revenue concerns across the Borough for example: patching and kerb works, minor safety schemes, extra vegetation. The Community Gang would be funded from this allocation.	£150,000
Street Smart	£40,000
Capital to be used for drainage	£50,500
Divisional Allocations	£369,550 (£41,061 per Division)
Total	£610,050

- 2.2 The capital allocation for drainage will be used to deliver a number of schemes to repair existing drainage systems, or to provide new capacity:
- Foley Road, Claygate
 - Burwood Road, Hersham
 - Heath Road (Weybridge Station)
 - Dale Road, Walton
 - Woodlands Lane, Stoke D'Abernon
 - St Michael's Close, Walton South

2014-15 Divisional Programmes – carried forwards into 2015-16

2.3 Table 2 below details those schemes from the 2014-15 Divisional Programmes that were carried forwards into 2015-16.

Table 2 2014-15 schemes carried forwards into 2015-16

Location	Proposed works	2015-16 Cost	Status
Long Ditton Schools	School safety measures	£6,000 <i>(For detailed design)</i>	Consultation complete. Detailed design to be modified following discussion with Divisional Member. Will need to re-consult in new Financial Year 2016-17. Construction cost approx £90,000.
Stoke Road, Cobham	Reduce speed limit to 30mph	£4,000 <i>(For VAS)</i>	Monitoring on hold due to utility works. Divisional Member has agreed to provide funding for VAS.
Fairmile Park Road, Cobham	Speed Limit Review	£2,400	Complete.
Brookfield Gardens, Claygate	LSR	£31,500	Complete.
Rydens Grove, Hersham	LSR	£19,000	Completed in 2014-15 – additional cost not accrued into 2014-15.
Total carried forward cost		£62,900 <i>Including £6,000 CIL funding and £4,000 Member funding</i>	

2015-17 Divisional Programmes

2.4 The Divisional Programmes have been developed in consultation with Members to invest the nine Divisional Allocations (£41,061 per Division for 2015-16) in maintenance and improvement schemes across the Borough. It is not possible to spend exactly the same in each Division. The Divisional Programmes have been designed to provide as even a share in each Division as is reasonably practical.

2.5 Table 3 details progress with the 2015-17 Divisional Programmes. The anticipated cost of each scheme in the current Financial Year 2015-16 has been estimated.

Table 3 2015-17 Divisional Programmes

Location	Proposed works	Cost	Status <i>(at the time of writing)</i>
Walton Road near new Day Centre / Mole hall in Bishop Fox Way	New Pedestrian Crossing – feasibility study.	£5,000	Feasibility study complete. New crossing not feasible. See Annex A.
Walton Road at War Memorial - feasibility only	New Pedestrian Crossing – feasibility study.	£5,000	Feasibility study complete. New crossing not feasible. See Annex B.
Third Close, West Molesey	Local Structural Repair (LSR)	£17,500	Complete.

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Location	Proposed works	Cost	Status <i>(at the time of writing)</i>
Buckingham Avenue (side roads), West Molesey	LSR	-	Deferred by Divisional Member.
Central Avenue, West Molesey	Verge hardening	£25,600	Complete.
Spring Gardens, West Molesey	LSR	£11,500	Complete.
Heath Road, Weybridge	Complete feasibility and obtain permissions for footway / cycleway improvement	-	See comments below and Annex C. Need to consult Elmbridge Borough Council regarding a possible upgrade of the informal path along the west side of Heath Road.
Hangar Hill, Weybridge	LSR	£31,000	Complete.
Curzon Road, Weybridge	LSR	£36,000	Complete.
Stoke Road, Cobham	LSR	-	Deferred due to utility works.
Vincent Road, Cobham	Rebuild decorative arches	£15,700 <i>Including £10,000 safety contribution.</i>	Complete.
Pleasant Place, Hersham	Pedestrian crossing improvements	£5,000 <i>(For detailed design)</i>	Detailed design in progress. £85,000 CIL funding available for pedestrian improvements in the centre of Hersham.
Molesey Road near Thrupps Lane	Pedestrian crossing improvements	-	To be implemented as part of nearby development.
St Leonard's Road, Claygate	LSR	£36,500	Complete.
High Street, Claygate	LSR	-	Deferred to 2016-17.
Cigarette Island Lane	Realignment of uncontrolled pedestrian crossing	-	Detailed design complete. On hold pending outcome of Jolly Boatman development.
High Street, Esher (Slip road outside Boots)	LSR	£11,700	Complete.

Location	Proposed works	Cost	Status <i>(at the time of writing)</i>
High Street, Esher (Main road leading up to The Bear)	LSR	-	Likely to be expensive and traffic management would be very disruptive. Will review with Divisional Member once costs known.
Park Road, East Molesey	LSR	-	Divisional Member has deferred this road in favour of Vine Road.
Vine Road, East Molesey	LSR	£40,000	Complete.
Lammas Lane, Esher	Speed Management <i>(reserve scheme)</i>	£5,000	Speed assessment in progress.
High Street, Thames Ditton	Remodel fountain junction – feasibility study only.	£5,000	Divisional Member has asked officers to stop work on this scheme.
Footpath 22 – between Ditton Hill Road and Rectory Lane	Footway slurry	£1,600	Deferred to 2016-17.
Rectory Lane	LSR	£53,000	Complete.
Basingfield Road	Footway widening on railway side <i>(reserve scheme)</i>	£12,400	Complete.
Rydens Road	New pedestrian Crossing	£5,000	Deferred indefinitely following Committee's decision in September.
Sidney Road	Footway slurry <i>(reserve scheme)</i>	-	Due to be completed in 2016-17.
Stuart Avenue	Footway slurry <i>(reserve scheme)</i>	-	Complete. <i>Centrally funded.</i>
Braycourt Avenue	Footway slurry <i>(reserve scheme)</i>	-	Due to be completed in 2016-17.
Total cost in 2015-16		Approximately £332,500	

2.6 The total cost of the capital programme in the current Financial Year 2015-16, including the carried forward costs and the 2015-16 Divisional Programmes, is estimated to be approximately £385,400, which is on par with the capital allocation for 2015-16.

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.

Heath Road, Weybridge

- 2.8 In 2014-15 the Local Committee funded a feasibility study to review patterns of movement in the area around Weybridge Station, with a focus on whether any safety improvements were feasible and beneficial. The feasibility study was completed in March 2015. The report has been provided to the Divisional Member and a number of other stakeholders, but has not previously been presented to Committee. The report is presented in Annex C.
- 2.9 The study recommended that the informal footpath on and parallel to the west side of Heath Road should be improved to provide a pedestrian and cycle route.
- 2.10 As part of the development of a Cycle Strategy for Elmbridge the Member Working Group have also concluded that an improved cycle route along the west side of Heath Road could be highly beneficial.
- 2.11 County and Borough Officers are working together to start the process of consultation and approval needed to develop an improved pedestrian and cycle route along Heath Road. The current informal footpath is on Common Lane, and so the appropriate permissions would need to be obtained before any works could be commence.

Programme Monitoring and Reporting

- 2.12 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.

Parking update

- 2.13 The three year strategic parking review is in progress. The Cobham review has been completed and proposals were advertised on 18th December 2015 with a closing date for objections of 22nd January 2016. Responses are now being analysed and collated prior to sharing with Members for final decisions.
- 2.14 An online questionnaire has been sent to all stakeholder contacts in Weybridge, and is on our website, as an initial information gathering exercise for the Weybridge review. The closing date was originally 17th January 2016, but was extended to 31st January 2016 to allow schools time to comment. Officers are now analysing and collating all the responses that we received.

Parking Finance update

- 2.15 The table below shows the balance of the local committee’s share of the surplus on the on street parking account in Elmbridge. This includes projections for spending to the end of March 2016.
- 2.16 Spending on parking scheme related costs has been included as of February 2015, when the local committee approved the current strategy.

Income	
On street parking account surplus 2013/14 (60% of £201,186.64)	£ 120,711.92
On street parking account surplus 2014/15 (60% of	£ 202,864.00

£338,107.00)	
Total	£ 323,575.92
Expenditure	
Engineer from 1 July 2015 to 31 March 2016	£ 24,000.00
2014 parking review installation (signs)	£ 6,969.00
2014 parking review installation (lines)	£ 4,250.00
2014 parking review advert	£ 4,323.60
Cobham parking review advert	£ 3,171.17
Total	£ 42,713.77
Balance at 31 March 2016	£ 280,862.15

- 2.17 We are aware that the local committee has not yet received a report detailing the outturn of the parking account surplus from the 2014/15 financial year. We will report this in detail, along with the outturn of the 2015/16 financial year at a later local committee meeting.
- 2.18 If the committee requires further information in the meantime, we would be happy to discuss the figures at the next parking task group meeting.
- 2.19 We expect spending to increase over the next financial year (2016/17) as the implementation of the Cobham parking review, and the advertisement and implementation of the Weybridge parking review will be undertaken within this period.
- 2.20 Despite the anticipated upturn in spending, it is clear that there will still be significant surplus funds in the account going forward. With this in mind, recommendations will be brought to the June meeting for the local committee to decide how it is to spend these funds, subject to the usual legislative constraints, i.e. in general it must be spent on highways and transport related matters.

Customer Services update

- 2.21 The total number of enquiries received in the calendar year 2015 is 121,578 an average of 10,130 per month. This is down from 149,000 in 2014 and is due to a combination of milder weather throughout the year and ongoing improvement projects.
- 2.22 All reports are categorised at the point of logging, either automatically through the website or by officers, safety defects are directed to Kier with the remainder passed to the SCC local office for further investigation. During 2014 the average split was 44% SCC and 56 % Kier, for 2015 this has seen a shift to 39% SCC and 61% Kier. This change can be mainly attributed to work that has been undertaken through the Customer Service Excellence project to improve the response times and quality of response, reducing the need for customers to contact us again in relation to their enquiry. Enhancements to the roadwork web page, online reporting and proactive communication of

planned works have also helped to reduce the number of general enquiries made by customers.

- 2.23 For Elmbridge specifically 13,432 enquiries were received between January and December of which 5,694 (42%) were directed to the local area office for action, of these 96% have been resolved. This response rate is in line with Highways countywide average.
- 2.24 For 2015, 513 complaints were received of which 134 stage 1 and 17 stage 2 were for the North East area, including Elmbridge. The main reasons for these complaints were communication, service delivery and policy/decision making. The service was found to be at fault in 8 of the stage 2 complaints following independent investigation. We continue to work closely with the corporate customer relations team and have created corrective action plans for all outstanding actions. In addition any remedial action identified at stage 1 is now monitored more closely to ensure compliance and reduce escalation to stage 2.
- 2.25 Recent surveys conducted with our Highways Customer Panel showed that 71% of those surveyed were either satisfied or very satisfied with the customer service they received. This result was endorsed by the findings of the annual independent National Highways & Transport Survey conducted by MORI.
- 2.26 Improvements identified for 2016 include piloting a new hand-held device for LHOs to increase mobile working, better coordination between the Customer Care Team and the Area Offices and further enhancements to the website.

Operation Horizon update

- 2.27 The five year Operation Horizon programme of major resurfacing is now in its third year. The latest programme information is available on the Surrey County Council website here: <http://new.surreycc.gov.uk/roads-and-transport/highways-information-online/horizon>.

Major Schemes update

- 2.28 Currently there are no active Major schemes, Sustainable Transport Packages or Resilience schemes within Elmbridge.
- 2.29 Elmbridge Borough Council have allocated £50,000 CIL for a study investigating patterns of movement, and especially congestion, in Esher and on its approaches. It is recommended to form a Member Task Group to steer this study, the first action of which would be to agree the scope of the study, oversee its commissioning, and decide a strategy for public engagement. The results of the study would then be reported back to a future meeting of the Local Committee.
- 2.30 It is recommended that Member Task Group includes representation from the Borough and County Councils, as there are shared strategic interests in the outcome, and any funding to deliver a scheme is likely to require support from both Councils. It is anticipated that both Borough and County Officers would be involved in the development of the study.

Priorities for 2016-17

- 2.31 In September 2015 Committee approved the allocation of its 2016-17 Highways budgets as detailed in Table 4.

Table 4 Approved allocation of budgets for 2016-17

Approved allocation	Amount
Pooled Revenue	£66,050
Street Smart	£40,000
Divisional Allocations	£354,000 <i>£39,333.33 per Division</i>
Total	£460,050

2.32 Table 5 shows the anticipated spend in each Division for both 2015-16 and 2016-17, based on approved allocations for both Financial Years, and anticipated costs in the current Financial Year 2015-16.

Table 5 Anticipated spend by Division for 2015-16 and 2016-17

Division	2015-16 spend	2016-17 spend	Division total 2015-17
Cobham	£5,700	£69,500	£75,200
East Molesey & Esher	£61,700	£13,500	£75,200
Hersham	-	£75,200	£75,200
Hinchley Wood, Claygate & Oxshott	£46,500	£28,700	£75,200
The Dittons	£72,000	£3,200	£75,200
Walton	£2,500	£72,700	£75,200
Walton South & Oatlands	£2,500	£72,700	£75,200
West Molesey	£64,600	£10,600	£75,200
Weybridge	£67,000	£8,200	£75,200
Totals	£322,500	£354,300	£676,800
Note: If the cost of schemes in 2015-16 is greater than anticipated for any Division, this would result in there being less funding available for that Division in 2016-17. This is a particular risk for East Molesey & Esher, and for Hinchley Wood, Claygate & Oxshott.			

2.33 The Area Highway Manager has agreed with Divisional Members priorities for their respective Divisional Allocations for 2016-17. These are detailed in Table 6.

Table 6 2016-17 Divisional Programmes

Location	Proposed works	Cost	Status
Hurst Road, West Molesey	Pedestrian crossing feasibility study	£5,000	Need to draft design brief
West Molesey War Memorial	Drainage improvements	£5,000	Needs drainage investigation
High Street, Claygate	LSR (Local Structural Repair – major carriageway patching)	£10,000	Need to agree specification and obtain precise cost estimate.

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Location	Proposed works	Cost	Status
Vale Road, Claygate	LSR	£19,000	Need to walk site with contractor.
Red Lane, Claygate <i>Reserve Scheme</i>	LSR	£tbd	Will bring this scheme forwards if necessary.
Oaken Lane, Claygate <i>Reserve Scheme</i>	LSR	£tbd	Will bring this scheme forwards if necessary.
Danes Hill, Oxshott	New footway – feasibility study.	£5,000	Feasibility study in progress. <i>Funded by Danes Hill School.</i>
Summer Road / Summer Gardens	New heritage style street lighting	£5,200	New equipment on order. <i>Funded from member allocation.</i>
Carrick Gate junction with New Road (bellmouth)	LSR	£13,500	Need to walk site with contractor.
Stoke Road	Reduce speed limit to 30mph	£5,000	Need to survey and assess speeds following speed limit change – after utility works have been completed. <i>CIL funded.</i>
Station Road, Stoke D'Abernon (including Bray Road bellmouths)	LSR	£30,000	Need to walk site with contractor.
Stoke Road (must include the railway bridge)	LSR	£45,000	Need to walk site with contractor.
Burwood Road junction with Pleasant Place	Pedestrian and traffic management improvements	£150,000	Detailed design being developed. Will need public consultation in Spring. <i>Funding includes PIC contribution.</i>
Old Esher Road <i>Reserve Scheme</i>	Footway and carriageway resurfacing	£tbd	Will bring this scheme forwards if necessary.
Baker Street, Weybridge	Public realm improvements – feasibility and public consultation.	£8,000	Need to draft design brief.
Queens Road, Weybridge	Pedestrian crossing(s) feasibility study	£5,000	Need to draft design brief. <i>PIC funded.</i>
Normanhurst Road junction with York Gardens	LSR	£10,000	Need to walk site with contractor.

Location	Proposed works	Cost	Status
Ronnerly Close	LSR	£60,000	Need to walk site with contractor.
Woodlands Grove Reserve Scheme	LSR	£tbd	Will bring this scheme forwards if necessary.
Braycourt Avenue	Footway resurfacing	£15,000	Need to walk site with contractor.
Wolsey Drive	Footway resurfacing	£12,000	Need to walk site with contractor.
Sydney Road	Footway resurfacing	£45,000	Need to walk site with contractor.
Long Ditton Schools	School safety measures	£80,000	Detailed design being developed. Will need further public consultation in Summer 2016. <i>CIL funded.</i>
Lime Tree Avenue	Patching	£3,200	Need to walk site with contractor.
Total cost in 2016-17		Approximately £530,900 <i>Including £175,000 funding from CIL, PIC, Member Allocation, and a third party.</i>	

2.34 At this stage in the preparation of the Divisional Programmes it is not possible to forecast the cost of individual schemes accurately. This means the actual spend in each Division may vary from the anticipated spend listed in Table 5 above. Officers' focus is to deliver as many of the Local Committee's priorities as possible.

2.35 Officers will keep the Divisional Members informed of progress with their respective Divisional Programmes, and will report progress formally to the Local Committee.

3. OPTIONS:

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

4. CONSULTATIONS:

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

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

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

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 It is an objective of Surrey Highways to take account of the needs of all users of the public highway.

7. LOCALISM:

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

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	A well-managed highway network can contribute to reduction in crime and disorder as well as improve peoples' perception of crime.
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 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 Highway Manager (NE)

Consulted: Divisional Members, in deciding priorities for their Divisional Allocations

Annexes: 3

Sources/background papers: None

Feasibility Report – Walton Road, West Molesey (in the vicinity of Mole Hall)

Scheme brief

To investigate the feasibility of installing a pedestrian crossing facility across the B369 Walton Road in West Molesey in the vicinity of Mole Hall Community Centre.

Location and Existing Arrangement

The B369 Walton Road is located to the northeast of Walton-on-Thames, linking the town with Molesey. Please see appendix No. 1 drawing PC0547-01 for a detailed location plan.

Walton Road between the junctions with Central Avenue and Frist Avenue is a single carriageway 30mph road. Road widths over this length are approximately 9.0m to 9.2m wide.

The alignment of the carriageway is fairly straight, offering good visibility in both directions; however the road begins to turn towards the north in the vicinity of the junction with First Avenue. There is an existing system of street lighting throughout, with public footpaths adjacent to the carriageway on both sides.

There is an existing eastbound bus stop on the northern side of carriageway adjacent to the wide bell mouth of the junction with Bishop Fox Way. There are numerous dropped kerbs on the southern side of the carriageway providing vehicular access to private properties.

Please see appendix No. 2 drawing PC0457-02 for a detailed General Arrangement plan detailing the existing layout.

Accident data

I have reviewed the accident data collated between January 2012 and May 2015 on Walton Road, West Molesey in the vicinity of Mole Hall Community Centre to assess whether there have been any incidents involving pedestrians crossing the carriageway. I have summarised my findings below:

Of the 2 accident reports recorded during this 3.5 year period, none included pedestrian crossing movements. The 2 recorded accidents were both in relation to collisions between motorists and cyclists at the junction between Walton Road and Central Avenue. For full details of the accident data please see appendix No. 3.

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Recommendations

After assessing the feasibility of installing a pedestrian crossing facility on Walton Road in the vicinity of Mole Hall Community Centre, I can make the following recommendations:

No pedestrian crossing facility to be installed

Existing site constraints make locating a pedestrian crossing facility in this location unfeasible. The existing bus stop layby and wide bell mouth to the junction of Bishop Fox Way on the northern side of the carriageway, and the numerous dropped kerbs/private vehicular accesses on the southern side of the carriageway do not allow sufficient space for a pedestrian crossing facility to be situated.

There are approximately 9 No. private accesses on the southern side of the carriageway between the junctions with Central Avenue and First Avenue, with a maximum gap of approximately 6m between the dropped kerbs. A minimum gap of 10m is generally required between private driveways for a pedestrian crossing facility such as a pedestrian refuge or zebra crossing to be installed to ensure vehicle movements in and out of private driveways are not impaired. The number and frequency of the driveways in this location makes it unfeasible for a pedestrian crossing facility to be installed.

There is also an existing pedestrian crossing facility located to the west of the junction with Central Avenue allowing pedestrians approaching the Mole Hall Community Centre to cross Walton Road in a safe manner. There have also not been any recorded accidents over the last 3.5 years involving pedestrian crossing movements

Option 1 – Central pedestrian refuge facility between the junctions with Bishop Fox Way and First Avenue

Due to the number of private accesses on the southern side of the carriageway there are very few appropriate locations where a pedestrian crossing facility can be sited. However, it may be feasible to install a central pedestrian crossing facility near to the junction with First Avenue. Please see appendix No. 2 detailing the potential central refuge facility.

The carriageway width at this location is approximately 9.2m wide, which would comfortably allow for the installation of a 2m width central refuge island (as specified in the SCC standard details) resulting in 3.6m wide carriageway lanes. There is approximately 6.6m of available full height kerbing between the first private access on Walton Road and the junction with First Avenue, allowing enough room for the pedestrian refuge to be constructed.

However, the installation of a facility at this location will cause a number of conflicts for motorists and pedestrians:

- Forward visibility for pedestrians and approaching motorists is good when crossing from the southern side of the carriageway to the north. However, visibility is considerably impaired when attempting to cross the carriageway in the opposite direction. The curvature of the road and the position of existing vegetation mean visibility is severely reduced.
- The close proximity of the private driveways and nearby junction with First Avenue may cause problems for vehicles manoeuvring around the proposed central island. I have completed some vehicle swept path analysis to ensure a private car can access and exit the

private driveway, and a refuse vehicle can exit First Avenue. However, should any vehicles larger than this attempt these manoeuvres it is likely they will clash with the proposed central refuge facility.

Further design analysis would be required at detailed design stage to determine whether this location would be feasible; including road safety audits.

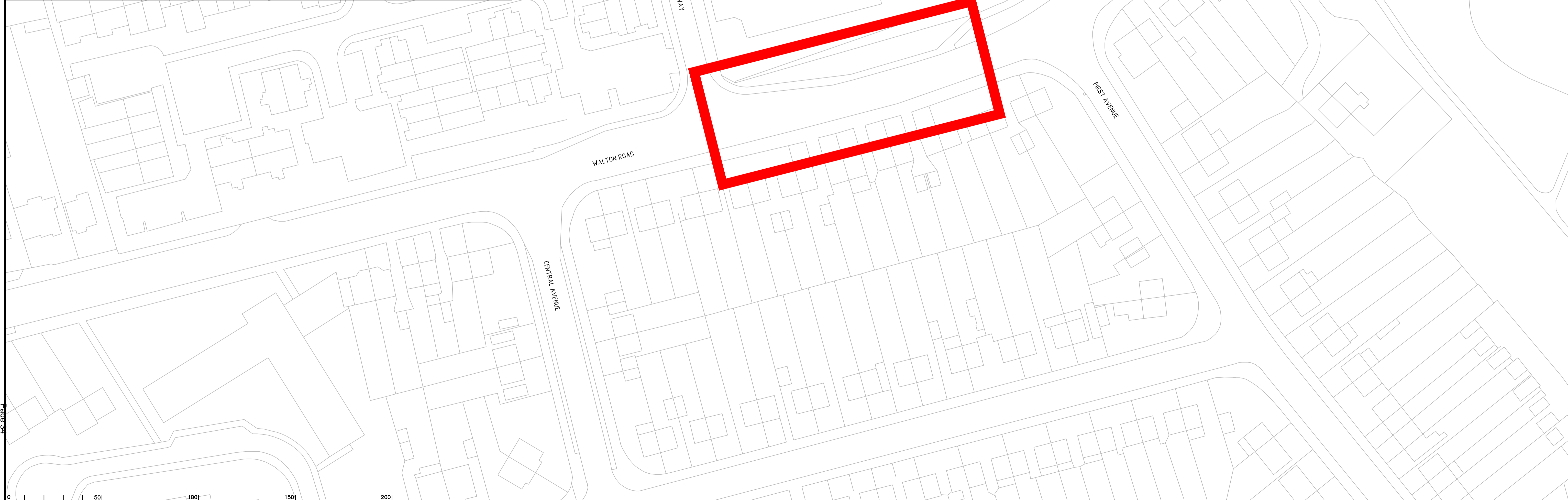
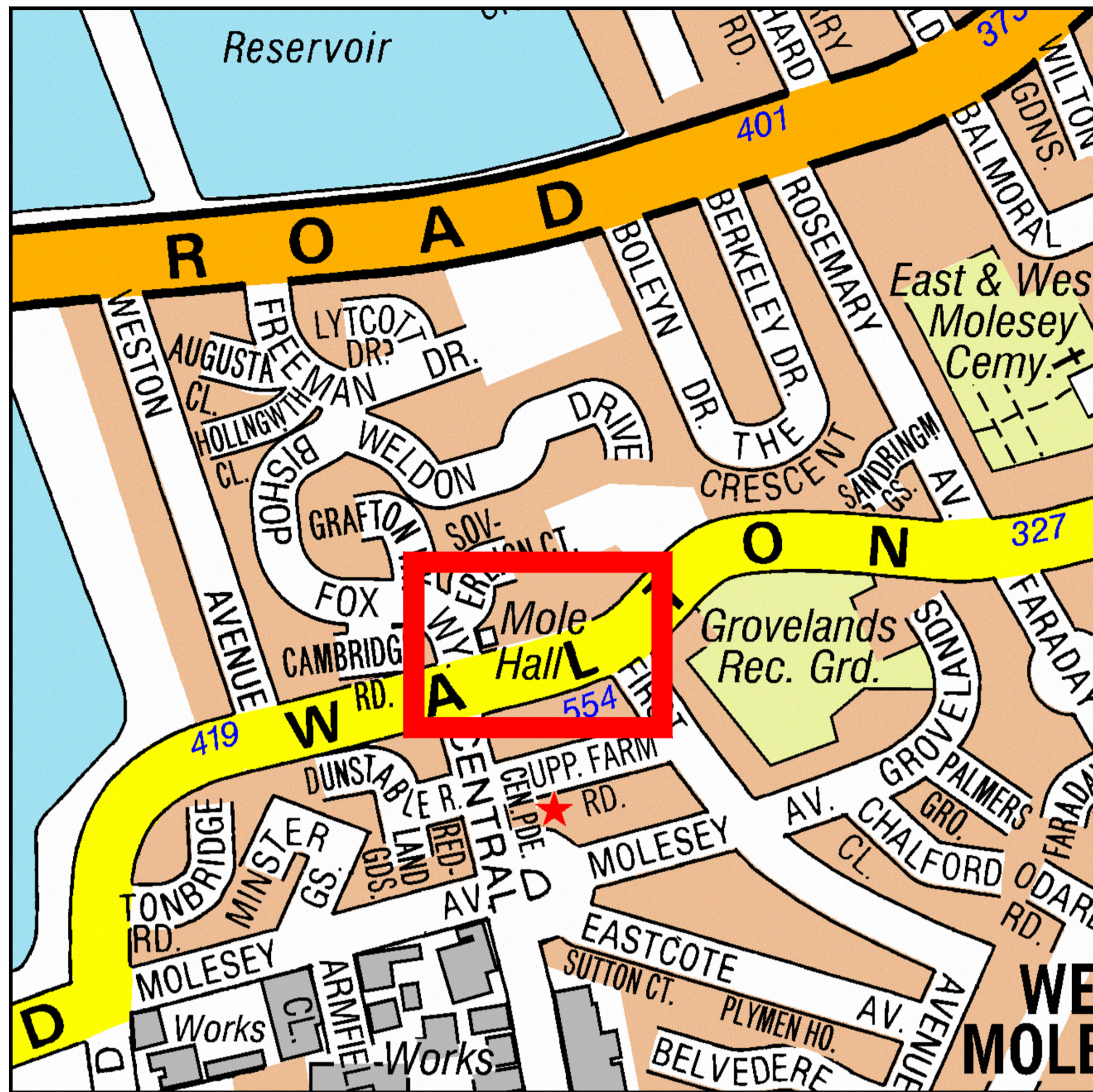
Conclusion

Due to existing site constraints, siting a pedestrian crossing facility on Walton Road in West Molesey (in the vicinity of Mole Hall Community Centre) is not feasible in most locations. It may be possible to install a facility as described in Option 1, but this will be subject to further detailed design analysis. However this option also creates further constraints, and will cause a number of road safety concerns (as noted above).

In conclusion, I recommend that no pedestrian crossing facility is installed in this location due to the existing site layout.

Appendices

Appendix No. 1 – PC0547-01 – Location Plan



Notes

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

Drawn by	Sig.	Date	Checked by	Sig.	Date	Approved by	Sig.	Date
SP	SP	09/04/15	MA	MA	09/04/15			

North Point

Scale 1:500m @A1

Project: B369 WALTON ROAD, WEST MOLESEY
PEDESTRIAN CROSSING FACILITY NEAR MOLE HALL

Drawing: LOCATION PLAN

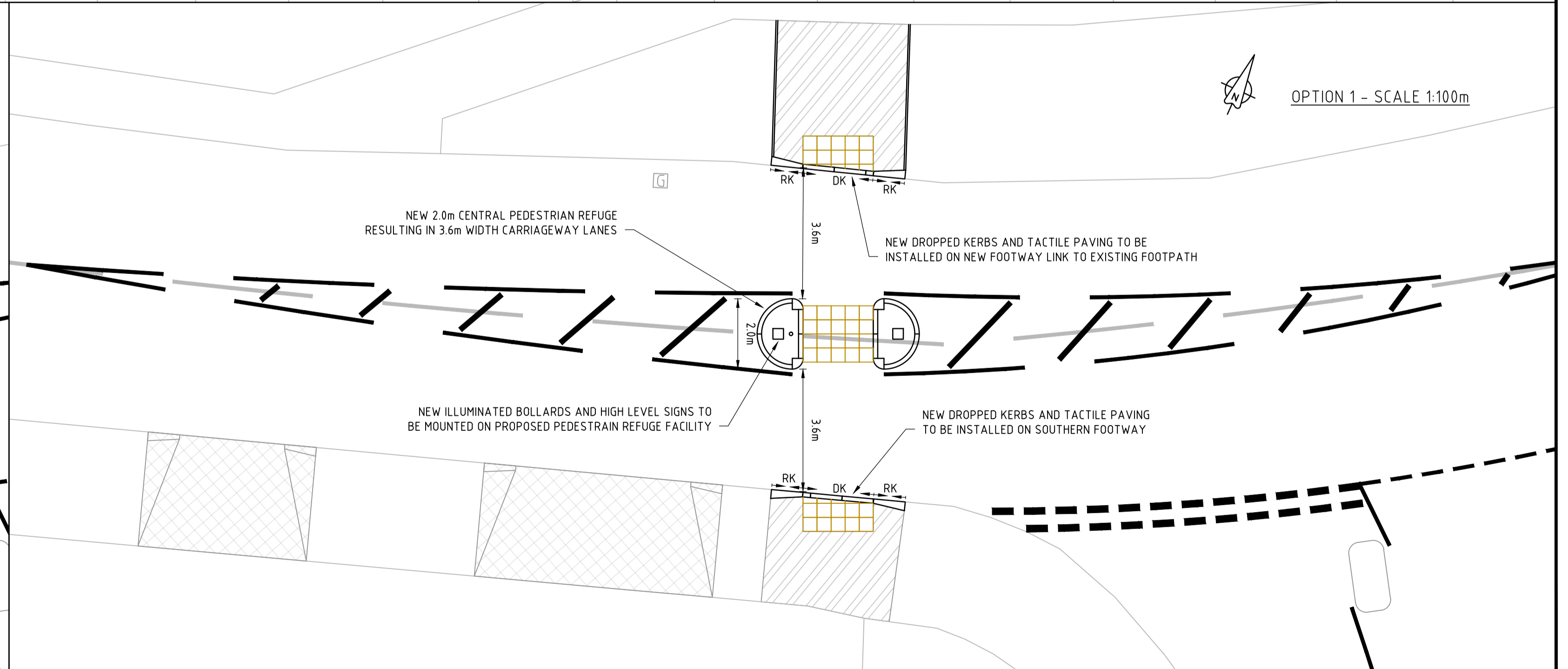
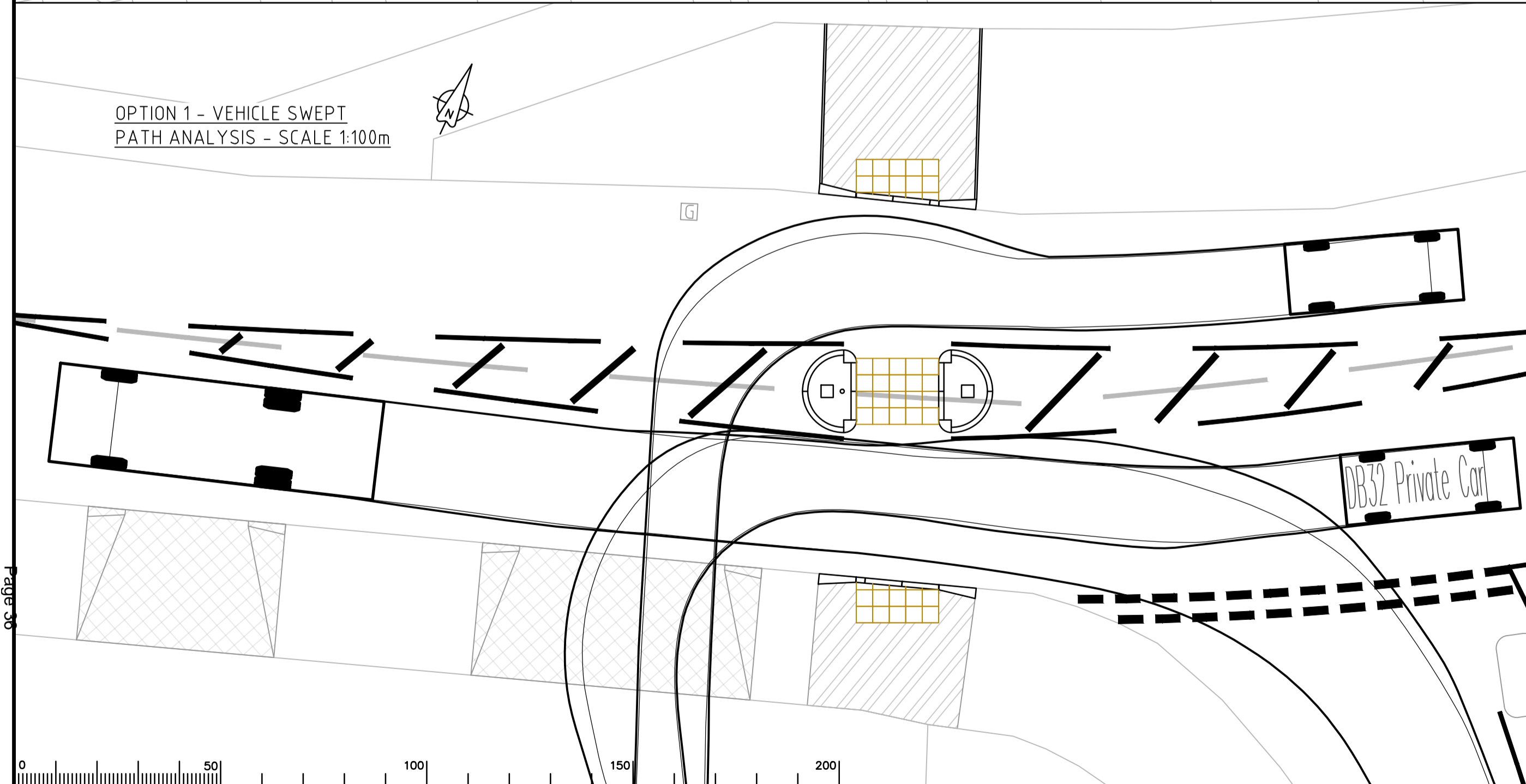
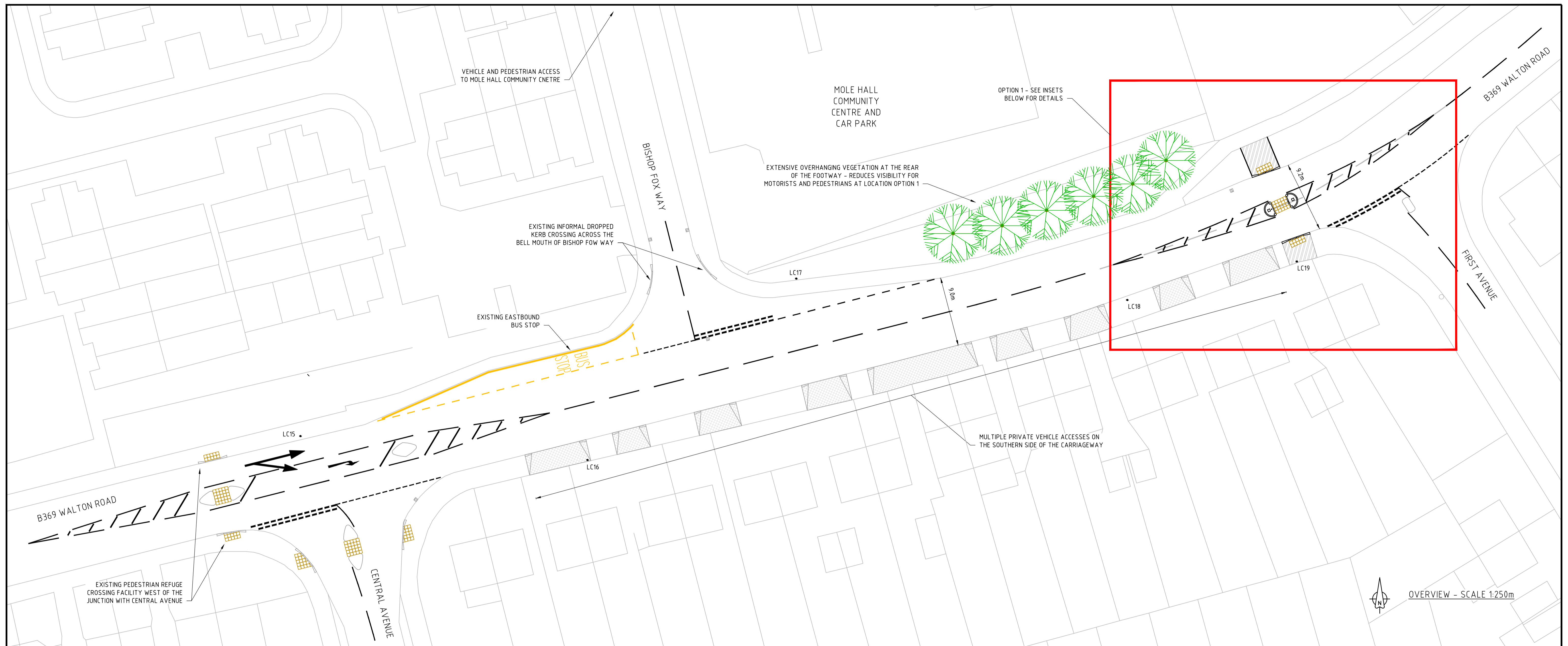
Project No. PC0547

Contract Sheet No. PC0547/01

Classification: DRAFT

SHEET 1 OF 1

Appendix No. 2 – PC0547-02
– General Arrangement



Notes

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

North Point	Project	Contract Sheet No.	Project No.
VARIABLES - AS SHOWN	B369 WALTON ROAD, WEST MOLESEY PEDESTRIAN CROSSING FACILITY NEAR MOLE HALL	PC0547/02	PC0547
	GENERAL ARRANGEMENT		

Drawn by	Sig.	Date	Checked by	Sig.	Date	Approved by	Sig.	Date
SP	SP	22/07/15	MA	MA	22/07/15			

Project: B369 WALTON ROAD, WEST MOLESEY PEDESTRIAN CROSSING FACILITY NEAR MOLE HALL

Drawing: GENERAL ARRANGEMENT

SHEET 1 OF 1

SURREY COUNTY COUNCIL

Transport for Surrey

Project No. PC0547

Contract Sheet No. PC0547/02

Rev.

Classification DRAFT

Appendix No. 3 – Accident Data
(January 2012 to May 2015)

ITEM 10

ACCIDENT

REPORT FOR PERIOD : 01/01/2012 TO 31/05/2015

TITLE:

ACCIDENT REF. NO.	DATE DAY/TIME	ROAD NO.	LOCATION	ACCIDENT DESCRIPTION
EL69685/12 ----- Monday 0910	16/04/2012	D6927 Jct B369	CENTRAL AVENUE 3 METRES SOUTH OF JUNCTION WITH B369 WALTON	V1 RODE OFF PAVEMENT AND STRUCK V2 WHICH HAD JUST TURNED INTO JUNCTION

LIGHT: LIGHT - Street lights present
R.S.C.: Dry

VEHICLES :							CASUALTIES :				
Type	Manoeuvres	Dir	Impact	Skid	Dr-Age	Btest	Class	Pdir	Sev	Sex	Age
P/C	Going ahead other	W -E	Front	N	99	-	DRV		Serious	M	99
CAR	Going ahead other	S -N	N/side	N	21	-					

EL73321/12 ----- Thursday 0730	30/08/2012	D6927 Jct B369	WALTON ROAD AT JUNCTION WITH CENTRAL AVENUE WEST MOLESEY	ELDERLY DRIVER OF V2 TURNED LEFT WITHOUT INDICATING AND HIT V1 (PEDAL CYCLE).
---	------------	----------------------	---	---

LIGHT: LIGHT - Street lights present
R.S.C.: Dry

VEHICLES :							CASUALTIES :				
Type	Manoeuvres	Dir	Impact	Skid	Dr-Age	Btest	Class	Pdir	Sev	Sex	Age
P/C	Going ahead other	E -W	O/side	N	45	-	DRV		Slight	M	45
CAR	Turning Left	S -W	N/side	N	84	-					

ACCIDENT TOTAL FOR 2012 = 2

TOTAL NO. OF ACCIDENTS FOR PERIOD 01/01/2012 - 31/05/2015 = 2

***** END OF REPORT *****

*** CONFIDENTIAL *** NOT TO BE MADE AVAILABLE TO UNAUTHORISED PERSONNEL

ACCIDENT selected where:

23/07/2015

Feasibility Report – Walton Road, West Molesey (in the vicinity of the War Memorial)

Scheme brief

To investigate the feasibility of installing a pedestrian crossing facility across the B369 Walton Road in West Molesey in the vicinity of the war memorial and local shops.

Location and Existing Arrangement

The B369 Walton Road is located to the northeast of Walton-on-Thames, linking the town with Molesey. Please see appendix No. 1 drawing PC0546-01 for a detailed location plan.

Walton Road between the junctions with New Road and Mole Place is a single carriageway 30mph road. Road widths over this length vary considerably due to the existing layout containing parking bays, bus stops and multiple vehicle accesses.

The alignment of the carriageway offers restricted visibility in both directions due to existing highway features and nearby bends in the road. There is an existing system of street lighting throughout, with public footpaths adjacent to the carriageway on both sides.

There are existing bus stops on both the eastbound and westbound sides of carriageway between the junction with New Road and the local Sainsbury's store. There are a number of vehicle accesses to the adjacent local shops on the southern side of the carriageway, and an on-carriageway parking bay on the northern side of the carriageway.

Please see appendix No. 2 drawing PC0456-02 for a detailed General Arrangement plan detailing the existing layout.

Accident data

I have reviewed the accident data collated between January 2012 and May 2015 on Walton Road, West Molesey in the vicinity of the war memorial and local shops to assess whether there have been any incidents involving pedestrians crossing the carriageway. I have summarised my findings below:

Of the 2 accident reports recorded during this 3.5 year period, none included pedestrian crossing movements. The 2 recorded accidents were both in relation to collisions between motorists and cyclists at the junction between Walton Road and New Road. For full details of the accident data please see appendix No. 3.

ITEM 10

Recommendations

After assessing the feasibility of installing a pedestrian crossing facility on Walton Road in the vicinity of the war memorial and local shops, I can make the following recommendations:

No pedestrian crossing facility to be installed

The existing carriageway layout contains numerous features and constraints that make locating a potential pedestrian crossing facility difficult. The existing eastbound and westbound bus stops, the parking bay, and multiple vehicle accesses do not allow sufficient space for a pedestrian crossing facility to be located in the immediate vicinity of the war memorial and local shops.

There are 4 No. vehicle accesses on the southern side of the carriageway, bus stops on both sides, and a 45m length parking bay on the northern side of the carriageway that do not make it feasible to install a pedestrian crossing facility on this desire line.

There have also not been any recorded accidents over the last 3.5 years involving pedestrian crossing movements.

Option 1 – Central pedestrian refuge facility to the east of the junction with New Road

It may be feasible to install a central pedestrian refuge facility immediately to the east of the junction with New Road. There is sufficient carriageway width to install a 1.5m width refuge island; however this is narrower than the desirable 2.0m width that is preferred. The location of this potential facility is within the existing area of hatching on the westbound approach to the dedicated right hand turn lane into New Road. Please see appendix No. 1 detailing the potential central refuge facility.

However, the installation of a facility at this location will cause a number of conflicts for motorists and pedestrians:

- Forward visibility for pedestrians and approaching motorists is limited in both directions. This is due to the facility being located on a bend in the carriageway and adjacent to the existing bus stops.
- This location is not on the anticipated pedestrian desire line. The majority of pedestrian crossing movements are to and from the war memorial/recreation grounds on the northern side of the carriageway and the local shops on the southern side. Pedestrians are unlikely to be willing to deviate up to 50m from their desired crossing point to utilise this facility – raising the concern that if this facility was installed, the amount of pedestrians using it will be limited.
- Vehicle movements around the central refuge may also be restricted, which may result in access to the bus stop being reduced for buses. The refuge at this location will also reduce the capacity of the right hand turn lane into New Road, which may lead to additional congestion.

Further design analysis would be required at detailed design stage to determine whether this location would be feasible; including road safety audits.

Option 2 – Dropped kerbs and tactile crossing to the east of the Sainsbury's store

It may be possible to install an informal crossing point to the east of Sainsbury's. The carriageway in this location is fairly straight which allows for greater visibility for pedestrians and motorists. However, the carriageway widths are narrower in this location (approximately 6.8m wide) which makes it unfeasible to install a central refuge facility. It is not possible to locally widen the carriageway in this location within the highway boundary due to adjacent private properties.

The proposed dropped kerb and tactile paving arrangement (as detailed on appendix No. 2 drawing PC0456-02) would provide pedestrians with an informal crossing point between the local shops and public footpath on the southern side of the carriageway to the recreation grounds and war memorial on the northern side. The crossing point may be particularly useful for residents in the adjacent area of housing wanting to cross to the recreation grounds and playground.

However, the installation of a facility may have a limited effect on road safety. As this is an uncontrolled facility, pedestrians are still responsible for assessing when it is safe to cross, rather than motorists giving way to pedestrians. The location of this facility is also a compromise as the majority of people parking on the carriageway and using the shops will not deviate to use the facility – it is only really practical for pedestrians accessing the recreation grounds.

The northern side of the carriageway in this location has got a double height kerb in front of an area of highway verge. The highway verge is significantly higher than the carriageway levels, meaning significant earthworks re-grading would be required to link the facility with the existing footpath. Existing underground services and tree roots may be affected by these potential roots.

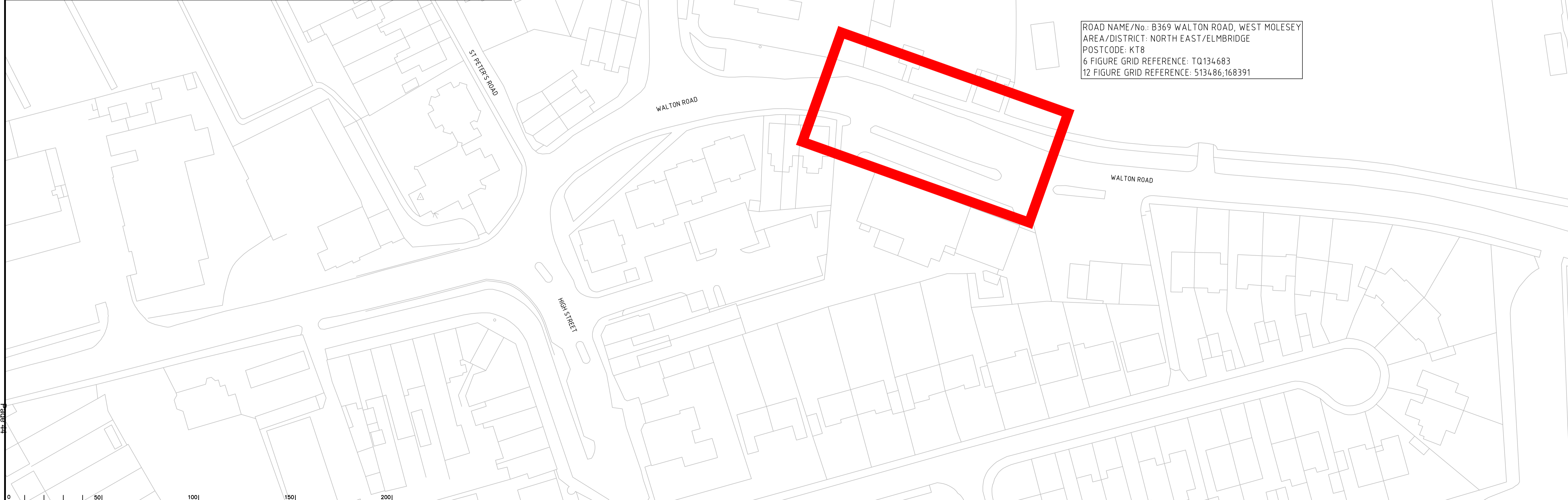
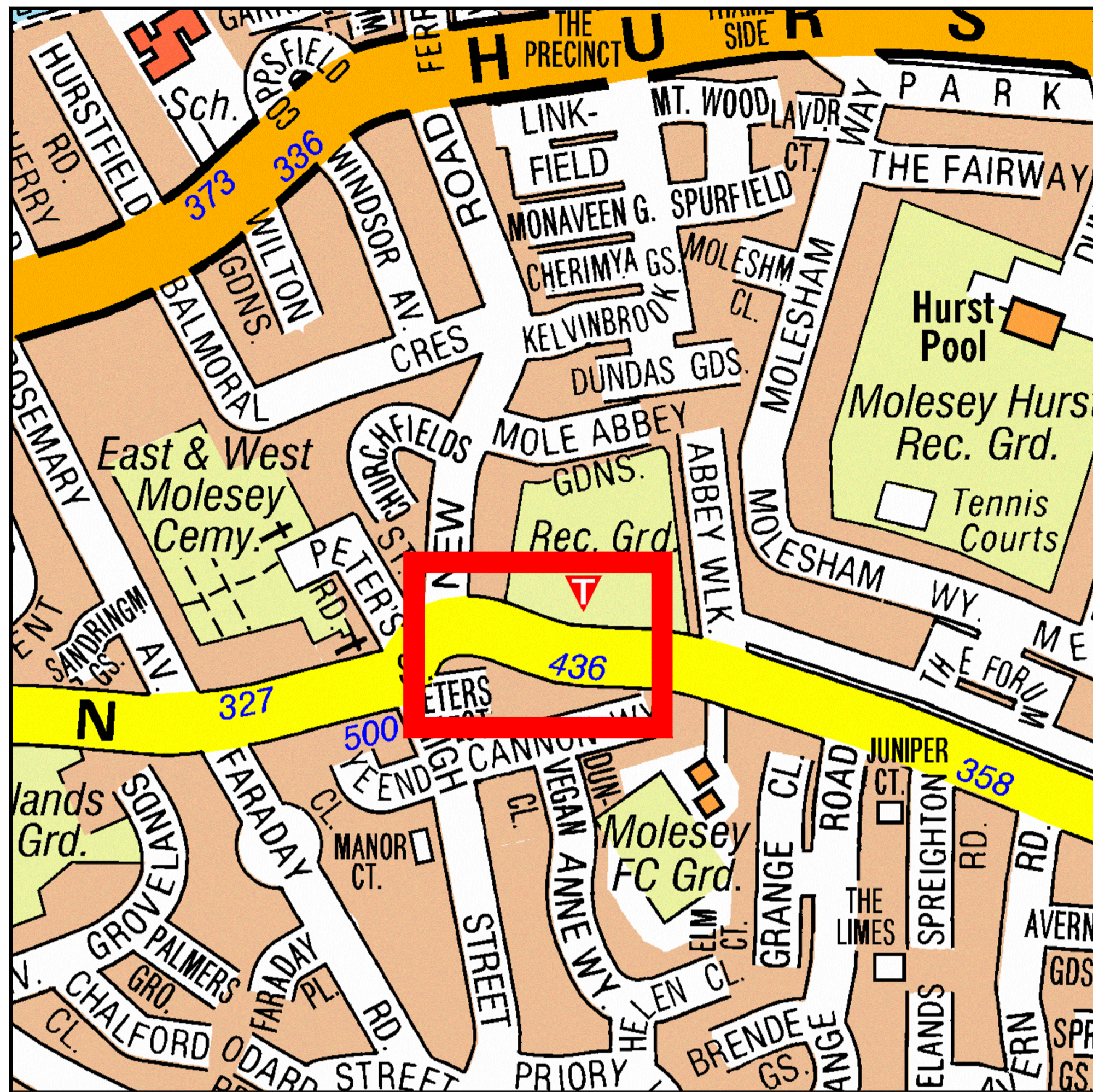
Conclusion

Due to existing site constraints, siting a pedestrian crossing facility on Walton Road in West Molesey (in the vicinity of the war memorial and local shops) is not feasible in most locations. It may be possible to install a facility as described in Option 1 & 2, but this will be subject to further detailed design analysis. Option 1 offers limited benefits due to being situated away from the desire line, and option 2 is likely to provide minimal benefits for road safety

In conclusion, I recommend that no pedestrian crossing facility is installed in this location due to the existing site layout.

Appendices

Appendix No. 1 – PC0546-01 – Location Plan



ROAD NAME/No: B369 WALTON ROAD, WEST MOLESEY
 AREA/DISTRICT: NORTH EAST/ELMBRIDGE
 POSTCODE: KT8
 6 FIGURE GRID REFERENCE: TQ134683
 12 FIGURE GRID REFERENCE: 513486;168391

Notes

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

Drawn by	Sig.	Date	Checked by	Sig.	Date	Approved by	Sig.	Date
SP	SP	09/04/15	MA	MA	09/04/15			

North Point

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Project
B369 WALTON ROAD, WEST MOLESEY
PEDESTRIAN CROSSING FACILITY NEAR WAR MEMORIAL

Drawing
LOCATION PLAN

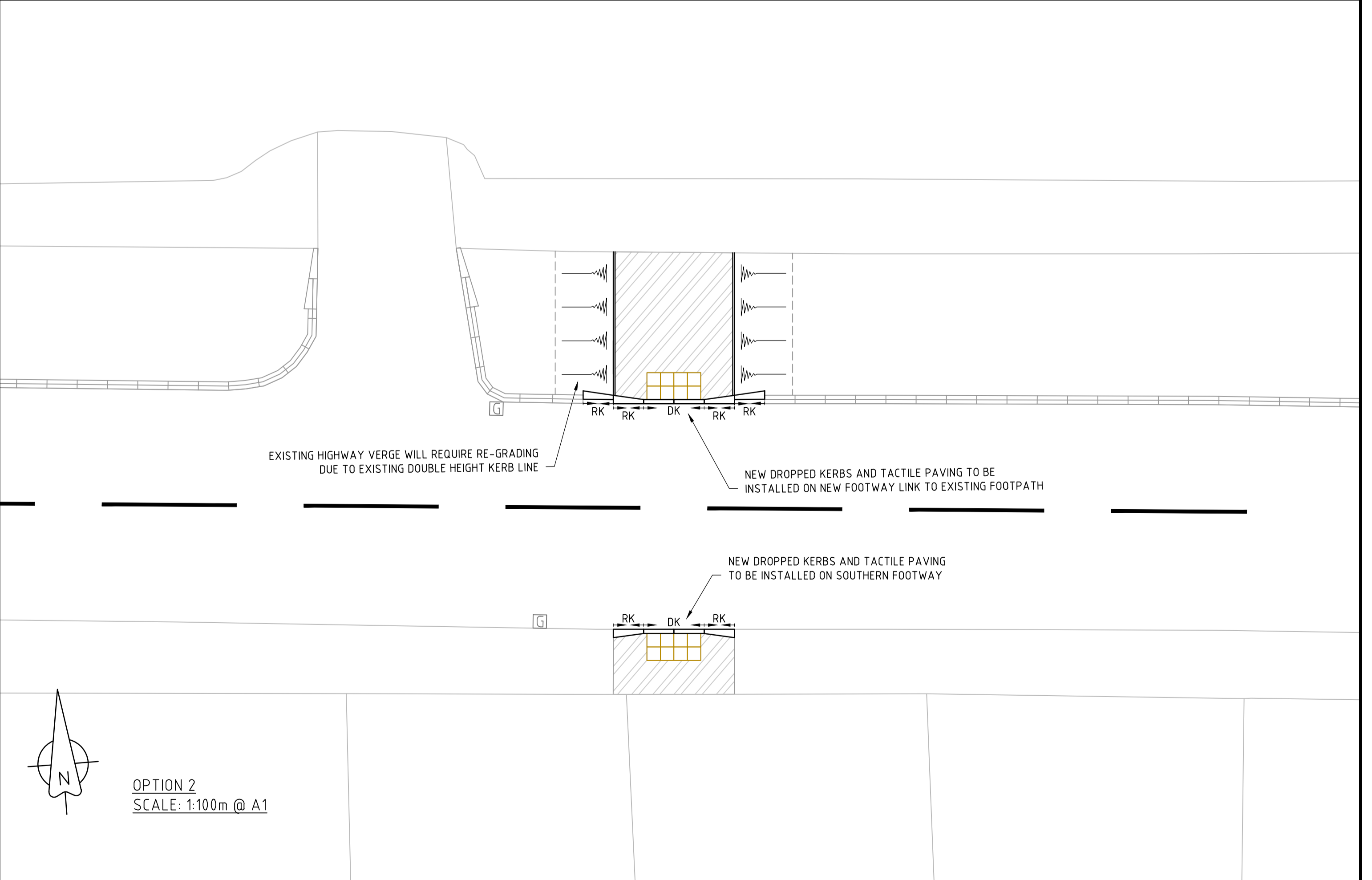
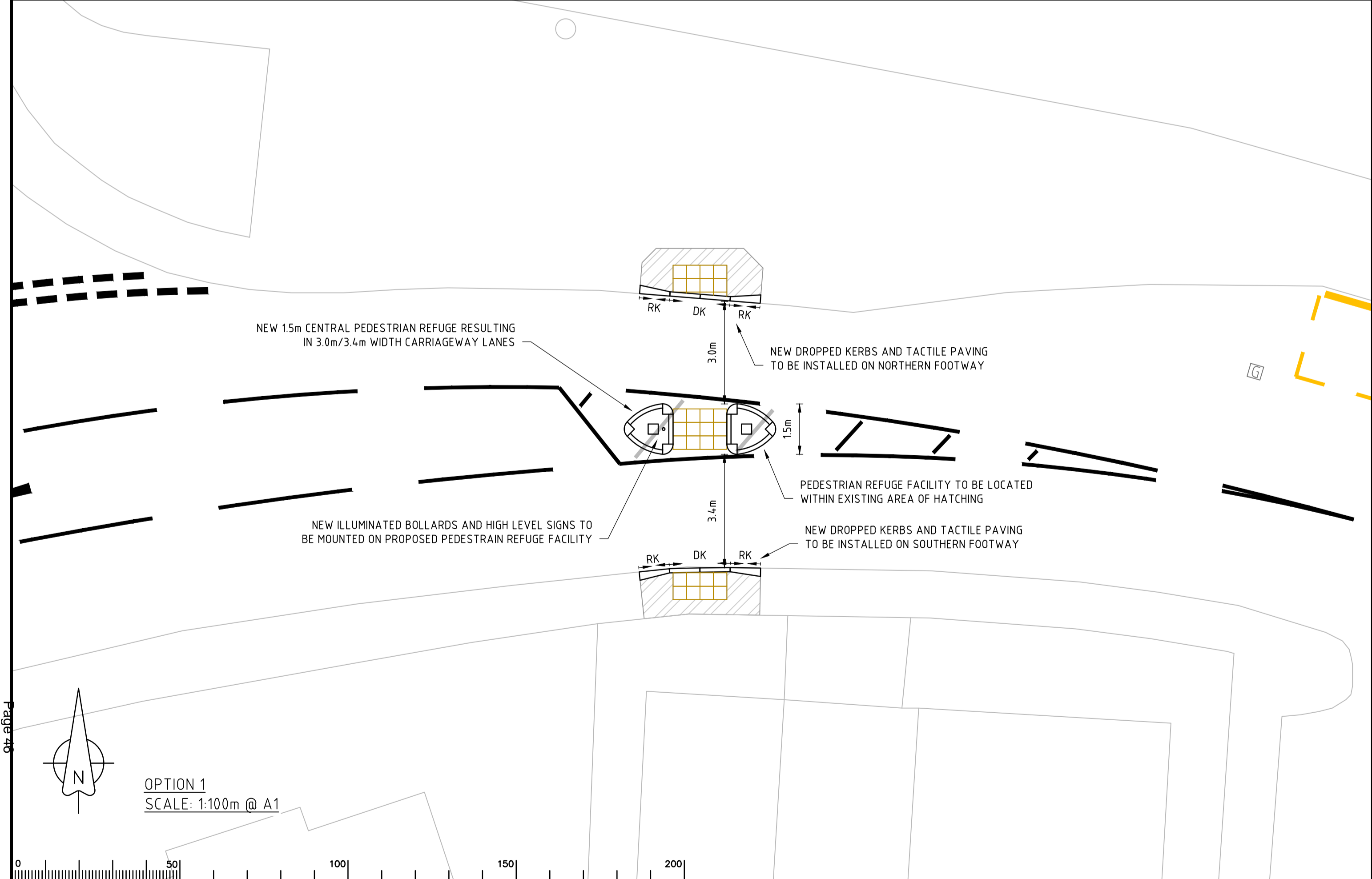
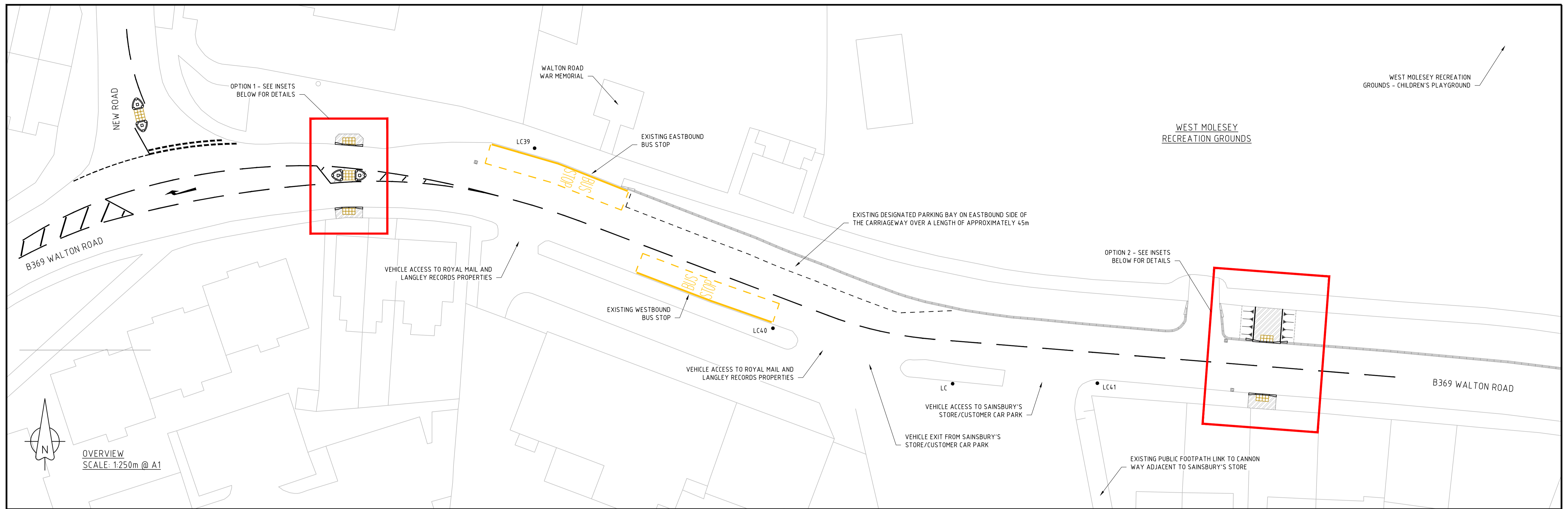
Project No. **PC0546**

Contract Sheet No. **PC0546/01**

Classification **DRAFT**

SHEET 1 OF 1

Appendix No. 2 – PC0546-02
– General Arrangement



Notes

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

North Point	VARIES - AS SHOWN
Project	B369 WALTON ROAD, WEST MOLESEY PEDESTRIAN CROSSING FACILITY NEAR WAR MEMORIAL
Project	GENERAL ARRANGEMENT
Drawn by	SP
Checked by	MA
Approved by	
Date	09/04/15
Date	09/04/15
Date	

Scale VARIES - AS SHOWN

Project: B369 WALTON ROAD, WEST MOLESEY
PEDESTRIAN CROSSING FACILITY NEAR WAR MEMORIAL

Project: GENERAL ARRANGEMENT

Project No. PC0546

Contract Sheet No. PC0546/02

Classification: DRAFT

SHEET 1 OF 1

SURREY COUNTY COUNCIL
Surrey's Ambition
Transport for Surrey

Appendix No. 3 – Accident Data
(January 2012 to May 2015)

ITEM 10

ACCIDENT

REPORT FOR PERIOD : 01/01/2012 TO 31/05/2015

TITLE:

ACCIDENT REF. NO.	DATE DAY/TIME	ROAD NO.	LOCATION	ACCIDENT DESCRIPTION
EL73445/12 ----- Monday 1938	03/09/2012	B369 Jct D6946	B369 WALTON ROAD J/W NEW ROAD WEST MOLESEY	V2 TRAVELLING ALONG V1 HAS PULLED OUT OF A JUNCTION AND COLLIDED WITH V2. V2 HAS THEN HIT A BRICK WALL

LIGHT: LIGHT - No Street lights
R.S.C.: Dry

VEHICLES :							CASUALTIES :				
Type	Manoeuvres	Dir	Impact	Skid	Dr-Age	Btest	Class	Pdir	Sev	Sex	Age
CAR	Changing Lane to Left	N -S	O/side	N	21	Neg	DRV		Slight	F	21
							PAS		Slight	F	18
CAR	Going ahead other	W -E	N/side	N	34	Neg	DRV		Slight	M	34

ACCIDENT TOTAL FOR 2012 = 1

ACCIDENT REF. NO.	DATE DAY/TIME	ROAD NO.	LOCATION	ACCIDENT DESCRIPTION
EL23686/15 ----- Thursday 1700	12/03/2015	B369 Jct D	B369 WALTON ROAD AT JUNCTION WITH NEW ROAD WEST MOLESEY	V1 HAS COLLIDED WITH CYCLIST V2 AS V1 HAS TURNED.

LIGHT: LIGHT - Street lights present
R.S.C.: Dry

VEHICLES :							CASUALTIES :				
Type	Manoeuvres	Dir	Impact	Skid	Dr-Age	Btest	Class	Pdir	Sev	Sex	Age
OTHER	Turning Left	W -N	N/side	N	28	Neg					
P/C	Going ahead other	W -E	Front	N	44	-	DRV		Slight	M	44

ACCIDENT TOTAL FOR 2015 = 1

TOTAL NO. OF ACCIDENTS FOR PERIOD 01/01/2012 - 31/05/2015 = 2

***** END OF REPORT *****

*** CONFIDENTIAL *** NOT TO BE MADE AVAILABLE TO UNAUTHORISED PERSONNEL

ACCIDENT selected where:

23/07/2015



**Weybridge Railway Station,
Station Approach,
Weybridge, KT13 8UD**

**Area wide Highway Safety Improvements
Feasibility / Outline Design Report**

March 2015

Project Title: Weybridge Railway Station, Station Approach, Weybridge
Area wide Highway Safety Improvements

Document Title: Feasibility / Outline Design Report

Client Reference: PC0284

Date: March 2015

Prepared By: Print Jamie Daly
Sign

Authorised By: Print Michelle Armstrong
Sign

Amendment List

Iss. / Rev.	Iss. / Rev Date	Amendments details			

CONTENTS

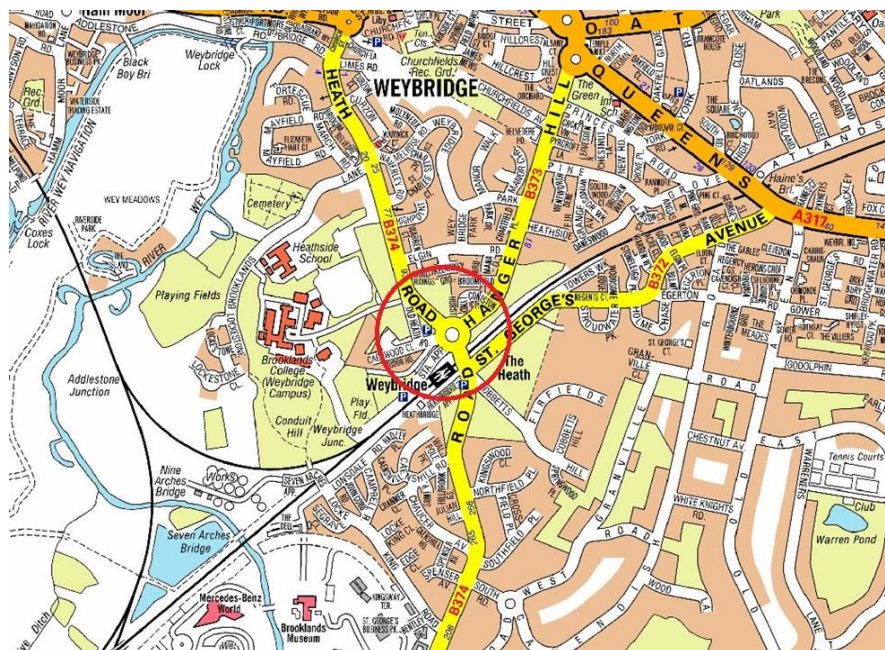
- 1. INTRODUCTION**
- 2. SITE ANALYSIS**
- 3. DATA COLLECTION**
 - 3.1. Statutory Authorities Plant Request
 - 3.2. Vehicle Survey Analysis
 - 3.3. Pedestrian Analysis
 - 3.4. Collision Data
- 4. DISCUSSION AND OPTIONS**
 - 4.1. Improving the unmade footway link along Heath Road
 - 4.2. Improving the parking lay by north of the unmade footway in Heath Road (opposite St Charles Borromeo RC Church)
 - 4.3. Improving the junction into Brooklands College
 - 4.4. Creating a one way system on Old Heath Road and improving the pedestrian crossing facilities across Old Heath Road and Station Approach
 - 4.5. Providing a pedestrian refuge island across Heath Road at its junction with the roundabout
 - 4.6. Marking out two vehicular lanes on the Hanger Hill approach to the roundabout
 - 4.7. Resurfacing the carriageway across the railway bridge on Brooklands Road
- 5. RECOMMENDATION**
- 6. APPENDICES**
 - A) 2no. plans showing the extent of the public highway
 - B) Drawings showing proposed options:
 - Dwg PC0248_09 – Feasibility study general arrangement (1of2)
 - Dwg PC0248_09 – Feasibility study general arrangement (2of2)

1. INTRODUCTION:

Weybridge Railway Station is located immediately southwest of the junction where Heath Road, Hanger Hill and Brooklands Road meet. All three of these roads are B classification single carriageway roads with one lane in each direction and all three are subject to a speed limit of 30mph by virtue of a continuous system of street lighting.

An area wide feasibility study was undertaken circa 2002/03 to look at road safety generally in the south Weybridge area and although much of the work identified has since been undertaken, the area still experiences a number of problems. In particular, the outstanding problems include the junction in front of the station, the railway bridge and pedestrian facilities on the approaches to the station and to Brooklands College. It is difficult to cross the road to access the station and local children and students use Heath Road to walk to school / college. They often use the adjacent common land, rather than crossing to the footway on the opposite side of the road. Additionally, there is no continuous footway link along the western side of Heath Road to the north of the College despite there being a bus stop located along this section.

Over 10 years has elapsed since the original area study and the traffic and pedestrian flows have undoubtedly changed. The purpose of this report therefore is to take a fresh look at the area and to compile a package of improvements to tackle not only the known problems but any that may have manifested themselves since the original study. The main focus of this report is on the area around the railway station highlighted below.



2. SITE ANALYSIS:

The Railway Station is accessed via Station Approach, which joins the junction of Heath Road, Hanger Hill and Brooklands Road. Station Approach measures approximately 7.5m wide before it increases towards the station entrance to accommodate some short term parking and a taxi rank. There is a footway along the southern side of Station Approach linking to the main entrance into the station building. Station Approach itself does not form part of the public highway and is presumably owned by South West Trains who operate Weybridge Railway Station.

To add further complexity to the road layout in this area, Old Heath Road also joins this already busy junction. Old Heath Road provides access to a pay and display car park, Veterinary Surgery, Public House and a small number of private dwellings. There are footways along both sides of Old Heath Road up to the western end of the car park at which point the footway on the northern side ends but the one on the southern side continues up to the access into Caenwood Close. At Caenwood Close the road turns through 90 degrees and travels north to link with the access road to Brooklands College. There are no footways along this length, which goes through common land. The road width measures 6.0m near its junction with Heath Road before narrowing to around 5m as it runs past the car park. After turning through 90 degrees the road widens to around 9m outside the Public House before narrowing back down to 3.75m for the rest of its length.

Heath Road measures approximately 7.0m wide and has a continuous footway all the way along its eastern side. There is also a footway link on the western side but this only extends from the railway station to the access road to Brooklands College. North of this access road there is no paved footway on the western side of Heath Road although there is a timber footway edging that seems to delineate the extent of an un-surfaced footway. A bus stop for the northbound service is located within this un-made strip and whilst there is strong evidence of pedestrians using this strip, it is uneven, muddy and slippery so far from ideal. Further north, towards its junction with Brooklands Lane is a Puffin crossing.

With regard to the access road to Brooklands College, this measures around 5.0m and benefits from footways on both sides. The road is not part of the highway network but does form part of the Common Land.

Hanger Hill benefits from continuous footways along both sides for its entire length all the way from the railway station up to its junction with the A317 Queens Road. It measures circa 7.0m wide for the majority of its length and within that it accommodates central hatching and a number of

traffic islands. Towards the northern end, near Pycroft Lane is a Puffin crossing.

Brooklands Road approaches the station from over the railway line to the south. The road as it crosses the railway bridge measures approximately 7.0m wide and there is a footway on the western side that averages 1.8m wide. There is no footway link on the eastern side. Both lanes have been treated with buff coloured high friction surfacing, but at the junction where Brooklands Road meets the roundabout this has the potential to cause confusion. The reason for this is because the buff coloured surfacing ends at the point drivers would usually expect the give way markings to be but at this particular location, traffic on Brooklands Road has priority to continue.

Immediately to the south of the railway bridge is another busy area where St George's Avenue and Cobbetts Hill join from the east and there is access to and from a pay and display car park joining from the west. There is a no right turn into St George's Avenue from Brooklands Road and vehicles exiting the pay and display car park are forced to turn left (i.e. southbound vehicles must travel a short distance north, to the roundabout then back on themselves in order to travel south). There is a pedestrian refuge located between St George's Avenue and Cobbetts Hill to assist pedestrians crossing Brooklands Road and there is a right turn ban into St Georges Avenue from Brooklands Road.

St George's Avenue goes off to the east, where it eventually meets the A317 Queens Road. It runs immediately parallel with the railway line for approximately 300m before turning off to the east around its junction with Towers Walk. The section of St George's Road running parallel to the railway line measures approximately 7.0m wide and there is a footway on the south eastern side that averages 1.8m wide. There is no footway link on the north western side of this section. The remaining section of St George's Avenue has more of a residential feel about it with properties and footways along both sides. This section measures approximately 8m wide with both footways varying but averaging in the region of 1.8m. It is worth noting that further road onto rail mitigation measures are planned for St Georges Avenue during 2015.

Immediately south of St George's Avenue is a centrally located pedestrian crossing island to assist pedestrians across Brooklands Road. To the south of the crossing island is the junction with Cobbetts Hill. Cobbetts Hill runs south east and serves as access to a housing estate. It measures at an average of around 4.5m wide and benefits from a footway along the south western side, which is approximately 1.5m wide.

Opposite the junction of Cobbetts Hill is the entrance to the railway stations southern car park. Access is gained in and out directly from

Brooklands Road but there is a no left turn ban on vehicles exiting back on to Brooklands Road. Immediately to the south of Cobbets Hill and the car park entrance there is a bus stop on both sides of the road. All roads within the study area are subject to a speed limit of 30mph.

It is worth noting that the wooded areas, including the unmade footway link along Heath Road and the unmade parking layby form part of the Heath and are subject to Common Land rights. Areas of public highway can also be designated as Common Land and in these instances the guidance is unclear so it is considered that Common Land rights prevail. In order to undertake works on Common Land it is necessary to submit an application for consent to the Planning Inspectorate. Such applications are time consuming to prepare.

3. DATA COLLECTION:

3.1 Statutory Authorities Plant Request;

The following Statutory Authorities were approached with a level C2 Enquiry in February 2014. It should be noted that C2 enquiries are preliminary enquiries only and that depth of cover and possible costs of diversion would have to be established at the detailed design stage, prior to construction:

- Scotia Gas Networks
- BT
- UK Power Networks (electricity)
- Affinity Water
- Thames Water
- Traffic Signals (SCC)
- Virgin Media
- Linesearch (petroleum and high pressure gas)

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

- Scottish and Southern (electricity)
- South East Water
- Sutton and East Surrey Water

Referring to the Statutory Authority plans, there could potentially be diversionary or protective works for all of the authorities who have apparatus in the area apart from Traffic signals. Some of the conflict could potentially be overcome at the detailed design stage but there is the potential for significant additional costs. Costs for such works can only be identified at the detailed design stage. Copies of the C2 replies are available upon request.

3.2 Vehicle Survey Analysis;

3.2.1 Speed and volume surveys

Full automatic traffic speed and volume surveys were carried out at seven separate locations on the approaches to the railway station between 27th March 2014 and 2nd April 2014. The table below shows the 85%ile and mean speeds and the overall daily volume of vehicles.

Location 1 – Heath Road, between the roundabout at the railway station and the road leading to Brooklands College.

N/W bound 85%ile	S/E bound 85%ile	N/W bound mean	S/E bound mean	N/W bound daily flow	S/E bound daily flow
35	35	30.7	29.7	6180	5734

Location 2 – Heath Road, just north of Highpoint.

N/W bound 85%ile	S/E bound 85%ile	N/W bound mean	S/E bound mean	N/W bound daily flow	S/E bound daily flow
37	35	31.5	30.6	6948	6548

Location 3 – Hanger Hill, between the roundabout at the railway station and the bend south of Broomfield Court.

N/E bound 85%ile	S/W bound 85%ile	N/E bound mean	S/W bound mean	N/E bound daily flow	S/W bound daily flow
32	32	28.3	28.1	5892	5024

Location 4 – Hanger Hill, between Heathside and Weybridge Park.

Northbound 85%ile	Southbound 85%ile	Northbound mean	Southbound mean	Northbound daily flow	Southbound daily flow
35	35	30.1	29.9	6749	6107

Location 5 – St Georges Avenue, just south west of The Heath.

N/E bound 85%ile	S/W bound 85%ile	N/E bound mean	S/W bound mean	N/E bound daily flow	S/W bound daily flow
35	35	30.2	30.0	2815	3414

Location 6 – St Georges Avenue, just south west of Outram Place.

N/E bound 85%ile	S/W bound 85%ile	N/E bound mean	S/W bound mean	N/E bound daily flow	S/W bound daily flow
34	35	28.0	29.9	2130	2931

Location 7 – Brooklands Road, between Cobbetts Hill and Caenshill Rd.

Northbound 85%ile	Southbound 85%ile	Northbound mean	Southbound mean	Northbound daily flow	Southbound daily flow
34	35	28.4	30.4	11194	10582

The speed information above was collected during free flowing traffic in order to provide an accurate insight into speeds approaching the railway station area. Surrey County Council adopted a new speed limit policy on 3rd July 2014, which places a greater emphasis on the mean speed of vehicles and when compared to this, the existing mean speeds are well within the allowable thresholds.

In terms of vehicle flows, the main indications are that the Brooklands Road has by far the highest volume of traffic and St Georges Avenue has the lowest. The other roads surveyed appear to accommodate similar volumes of traffic in all directions. Traffic volumes and turning movements are discussed more detail in section 3.2.2.

3.2.2 Turning count information

Classified turning counts were undertaken on 15th May 2014 (Thursday) and 17th May 2014 (Saturday) in order to assess vehicle movements around the roundabout at the front of the railway station (site 1) and also around the St Georges Avenue junction (site 2).



SITE 1 - With regard to vehicles entering the roundabout at site 1, the surveys show that the highest number of vehicles approaches from over the railway bridge (C). In excess of 50% of that figure continues North West into Heath Road (A) so it is understandable that a straight through lane has been provided to aid this movement. The majority of the remaining vehicles travelling over the railway bridge leave the roundabout via Hanger Hill (B). $C \rightarrow A + B$.

In terms of vehicles exiting the roundabout at site 1, the highest number exits to the south to travel over the railway bridge. The vast majority of the traffic taking this route is a combination of vehicles entering the roundabout from Heath Road and Hanger Hill. $A + B \rightarrow C$.

Old Heath Road (E) accommodated the lowest number of vehicles exiting the roundabout with Station Approach (D) taking the next lowest.

SITE 2 - With regard to vehicles entering site 2, the surveys show that the highest number of vehicles approaches from Brooklands Road (D). Additional vehicles join this flow from B, C and E leading to an even higher figure leaving site 2 over the railway bridge (A). The highest number of vehicles leaving site 2 is over the railway bridge so $D \rightarrow A$ is the majority movement. There is also a high volume of vehicles travelling through site 2 from A to D.

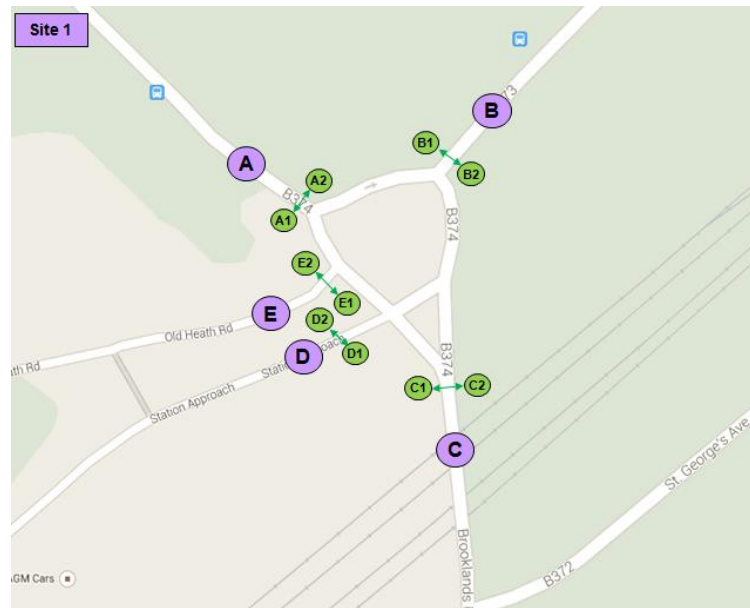
The lowest number of vehicles exit site 2 via Cobbetts Hill (C) and the stations southern car park (E). It is also worth noting that across the two days, a total of 185 vehicles turned into St George's Avenue against the existing right turn ban.

OVERVIEW – The majority northbound movement is vehicles travelling from Brooklands Road, over the railway bridge and into Heath Road. The majority southbound movement is the opposite of this i.e. vehicles travelling from Heath Road, around the roundabout, and over the railway bridge into Brooklands Road.

3.3 Pedestrian Analysis;

Pedestrian counts were undertaken on 15th May 2014 (Thursday) and 17th May 2014 (Saturday) in order to assess pedestrian movements within the same areas as the vehicle turning counts. I.e. around the roundabout at the front of the railway station (site 1) and also around the St Georges Avenue junction (site 2).

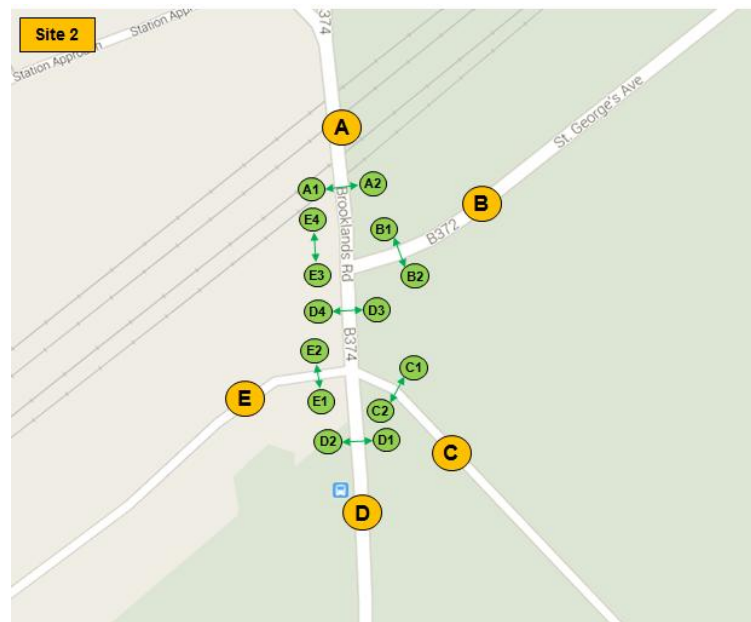
SITE 1 – A summary of the pedestrian crossing movements is as follows;



Location		15/5/2014 (Thursday)		17/5/2014 (Saturday)	
A	A1 to A2	116	293	55	121
	A2 to A1	177		66	
B	B1 to B2	10	15	8	12
	B2 to B1	5		4	
C	C1 to C2	371	649	153	291
	C2 to C1	278		138	
D	D1 to D2	266	645	156	344
	D2 to D1	379		188	
E	E1 to E2	234	590	140	290
	E2 to E1	356		150	

The surveys show that the highest level of pedestrian movement is across the northern end of Brooklands Road (C), Station Approach (D) and Old Heath Road (E). The highest recorded individual pedestrian flows were across Station Approach (D2 to D1) and the lowest were across Hanger Hill (B).

SITE 2 – A summary of the pedestrian crossing movements is as follows;



Location		15/5/2014 (Thursday)		17/5/2014 (Saturday)	
A	A1 to A2	0	0	0	0
	A2 to A1	0		0	
B	B1 to B2	29	49	10	16
	B2 to B1	20		6	
C	C1 to C2	50	93	23	40
	C2 to C1	43		17	
D	D1 to D2	11	28	8	19
	D2 to D1	17		11	
	D3 to D4	408	766	161	282
	D4 to D3	358		121	
E	E1 to E2	633	1259	157	276
	E2 to E1	629		119	
	E3 to E4	367	711	129	227
	E4 to E3	344		98	

The surveys show that the highest level of pedestrian movement is across Brooklands Road (D) and the stations southern car park (E). The highest recorded individual pedestrian flows were across the entrance to the stations southern car park E1 to E2 and the lowest were between D1 and D2.

It should be noted however that since these pedestrian surveys were undertaken, the railway station have re-opened their subway leading from the southern car park to the station concourse so this will have undoubtedly reduced the number of pedestrians walking across the road bridge i.e. travelling E3 to E4 and visa versa.

3.4 Collision Data;

The recorded collision data shows that there were 16 collisions in the vicinity of Weybridge Railway Station in the 3 year period prior to February 2014. These are broken down as follows;

Location/near to	Collisions	Date	Nature
Brooklands Road near Cobbetts Hill	6	16/02/2011	Slight
		05/03/2011	Slight
		26/06/2011	Serious
		15/10/2011	Slight
		02/07/2012	Slight
		12/03/2013	Slight
Hanger Hill jct with roundabout	1	19/10/2011	Serious
Station Approach jct with roundabout	1	28/11/2012	Slight
Heath Road approach to roundabout	3	13/02/2012	Slight
		27/09/2012	Slight
		28/10/2013	Slight
Heath Road jct with access road to Brooklands College	3	16/05/2011	Slight
		15/08/2011	Slight
		04/05/2013	Serious
Heath Road southbound towards puffin crossing	2	18/06/2011	Slight
		28/06/2013	Serious

All of these collisions are random, unrelated and have not been recorded as speed related.

4. DISCUSSION AND OPTIONS:

The brief makes reference to providing improved pedestrian crossing facilities in the vicinity of Weybridge Railway Station, whilst being sensitive to the needs of other highway users. It also requested that all of the problems in the area around the Railway Station, including the junction in front of the station, the Railway Bridge, general pedestrian facilities around the station and the unmade footway on Heath Road near Brooklands College be looked at.

There are some major works that could be considered such as moving the railway bridge, closing the railway bridge to traffic in both or just one direction or moving the railway station itself but this study will principally focus on practical and affordable solutions that could make a difference in the short to medium term.

Starting with the existing unmade footway along Heath Road, there is certainly an opportunity to improve this link, which appears to be well used, particularly by students of Brooklands College. The existing path runs alongside Heath Road, between the college entrance and a point opposite Highpoint to the north. The engineering works required to upgrade this footway link are relatively straight forward but the land is designated as Common Land, meaning an application to the Secretary of State is likely to be required in order to gain approval for any improvements. Once approval in principle to any suggested improvements has been secured from all interested parties, the application can be made.

The northern end of the unmade path meets an unmade lay by, opposite St Charles Borromeo RC Church, which in turn connects to the existing footway network at a point approximately opposite Waverley Road. There is also an informal footpath link from the northern tip of the lay by into the open space. There would also be Common Land issues to resolve with any improvements to this parking layby but with similar issues to overcome regarding the unmade footway mentioned earlier, consideration should also be given to tackling the layby too in order to provide a holistic solution for pedestrians.

The other key areas investigated were the junction in front of the station, the railway bridge and the area immediately south of the railway bridge in order to see what pedestrian and / or vehicular improvements could be made.

With regard to the junction (roundabout) in front of the station, the volume of traffic flow is very high with most vehicles coming into this area from over the railway bridge before exiting via Heath Road and Hanger Hill. Add to that the junctions of Station Approach and Old Heath Road

joining the roundabout from immediately next to each other and high levels of pedestrian activity and it is clear that any improvements no matter how small would be welcome. The presence of a straight through lane to assist these movements is therefore understandable and still deemed as the most suitable arrangement for clearing vehicles as swiftly as possible. However, confusion was observed as to who had priority between vehicles coming over the bridge and those using roundabout in order to access Station Approach or turn right towards Heath Road. Whilst drivers unfamiliar with the area are likely to be cautious, this could also be attributed to the existing buff coloured anti skid surfacing stopping at the point you would expect a give way line to be for traffic coming over the railway bridge. The solution could be to extend the anti skid surfacing along Heath Road so it is continuous through the roundabout or to resurface the carriageway over the bridge with a high PSV surface course that does not require high friction surfacing.

The Hanger Hill Approach to the roundabout is not currently marked as two lanes but is wide enough to accommodate them, which would serve the purpose of formalising what sometimes already happens and would also provide an area for straight over / right turning traffic to wait before committing to the roundabout, where they subsequently have to give way to vehicles travelling north over the railway bridge.

The Heath Road approach to the roundabout is also relatively wide but not enough to accommodate two lanes and that does not appear to be required anyway. The space could however be used to widen the existing traffic island into a pedestrian refuge.

The main area of vehicular conflict appears to be the between vehicles entering and exiting both station approach and Old Heath Road and this is because the junctions onto the roundabout are immediately adjacent to each other with no physical kerbed area to separate them. On top of this, there are also a lot of pedestrians who cross both junctions so a method of physically separating both junctions would not only help define both junctions but also provide a central island type facility for pedestrians to take refuge on. The creation of a one way system on Old Heath Road would allow some of the carriageway at its junction with the roundabout to be used as a kerbed pedestrian island between both junctions.

In terms of the area immediately to the south of the railway bridge, again vehicular flows are extremely high and there are many turning movements that need to be accommodated. As it stands, there is a no right turn restriction for vehicles exiting the railway stations southern car park and there is also a no right turn restriction into St Georges Avenue from Brooklands Road. Both of these assist with traffic flows and reduce conflicting movements but do inevitably send more traffic up to the roundabout directly outside the station.

A package of improvements could include:

4.1 Improving the unmade footway link along Heath Road;

In terms of the works, there is an existing line of timber edgings denoting the back of the footway for most of its length and those areas that are missing or damaged could easily be replaced or made good. With regard to the surface of the footway itself, considering the presence of a bus stop facility, it would be advantageous for this to be more of a bound material as that would be the most appropriate for disabled or elderly bus passengers. Bearing in mind the Common Land status, the recommendation is to resurface with a resin bonded product, which is ideal for situations where a hard wearing but natural appearance is required.

The opportunity should also be taken to provide two sets of dropped kerbs in order to assist pedestrian movements across Heath Road.

Note: The footway is not public highway but lies wholly within Common Land so it is likely to take one financial year to make the necessary application to work on Common Land and for the Planning Inspectorate to make their decision.

Guide price £25,000

4.2 Improving the parking lay by north of the unmade footway in Heath Road (opposite St Charles Borromeo RC Church);

Linked to point 4.1, consideration could also be given resurfacing the existing unmade parking layby. Whilst products such as resin bonded gravel have a shorter life expectancy when compared to a standard macadam finish, in order to retain the natural look of the area and again, to respect the Common Land status a resin bonded material could also be considered for this area.

Works to formalise the pedestrian link from the northern end of the layby into the open space could also be included in the form of re-grading the existing worn track to an acceptable gradient and / or providing steps. This could be done as an unmade surface with timber edgings and the steps, should they be required could be constructed using railway sleepers for example in order to respect the nature of the area.

Note: The layby is not public highway but lies wholly within Common Land so it is likely to take one financial year to make the necessary application to work on Common Land and for the Planning Inspectorate to make their decision.

Guide price £20,000

4.3 Improving the junction into Brooklands College;

Linked to point 4.1, it would also be advantageous to undertake junction improvements at the southern end of the existing unmade footway where the access road into Brooklands College meets Heath Road. The junction onto Heath Road currently has a central island, which appears to encourage vehicles to turn left onto Heath Road although there is no right turn ban in existence so as it stands this island in fact introduces confusion and makes turning harder. There are no pedestrian crossing facilities at this junction either so by removing this island and reducing the kerb radii on the northern side, a new footway link and dropped kerbs can be incorporated. This will provide a continuous footway link along the western side of Heath Road and will make crossing at the junction leading to Brooklands College easier for pedestrians.

Note: The majority of the junction is public highway but areas of Common Land would also be affected so it is likely to take one financial year to make the necessary application to work on Common Land and for the Planning Inspectorate to make their decision.

Guide price £15,000

4.4 Creating a one way system on Old Heath Road and improving the pedestrian crossing facilities across Old Heath Road and Station Approach;

As well as being extremely busy in general, there is a clear conflict between vehicles turning in and out of Station Approach and those turning in and out of Old Heath Road, immediately in front of the railway station. This is at the very same point that some of the highest pedestrian flows have been recorded so by making Old Heath Road one way north to south, one of the vehicular movements at the eastern end of Old Heath Road is taken out of the equation and space is created to better separate Station Approach and Old Heath Road with a kerbed build out that can then also be used to provide a refuge area for pedestrians wishing to cross both junctions.

The new build out would link into the existing footway on the southern side of Old Heath Road so would provide an improved means for pedestrians walking south east along Heath Road towards the railway station to enter Old Heath Road and use the existing steps down into Station Approach if they wished.

This proposal would mean that rather than try to negotiate four lanes of traffic, pedestrians could cross one lane of traffic on Old Heath Road before crossing Station Approach separately, which should make it easier for both modes of transport to co-exist at this difficult site.

This would require detailed consultation with the properties and businesses accessed from Old Heath Road, particularly the Hand and Spear Hotel that are likely to have large deliveries.

Note: Old Heath Road is public highway but also falls within the local Common Land and the guidance on procedure where both ‘ownerships’ are present is unclear so it would be prudent to make an application to work on Common Land for this proposal, which is likely to take one financial year from start until a decision is received from the Planning Inspectorate.

Guide price £25,000

4.5 Providing a pedestrian refuge island across Heath Road at its junction with the roundabout;

The pedestrian flows recorded across this south eastern end of Heath Road were 293 weekdays and 121 at weekends and whilst these are by no means the highest recorded within the scope of this feasibility study, there is scope for a simple low cost improvement that should make crossing at this location safer. The existing traffic island could be widened and lengthened to incorporate pedestrian dropped kerbs making it a facility suitable for all highway users including the disabled. The dropped kerbs could be positioned such to tie in with the natural break in traffic queuing to enter the roundabout, which should assist crossing during busy periods and simply by having a more obvious ‘formal’ facility, vehicles may be more likely to give way to pedestrians waiting to cross.

Guide price £8,000

4.6 Marking out two vehicular lanes on the Hanger Hill approach to the roundabout;

This could be achieved using road markings only and would provide a dedicated lane for left turning traffic and the other lane would be for traffic turning right or going straight over into Station Approach. During site inspections, vehicles were observed naturally splitting into two lanes at this location on a number of occasions so in many ways, this would simply be a formalisation of what often happens naturally.

Guide price £5,000

4.7 Resurfacing the carriageway across the railway bridge on Brooklands Road;

The carriageway surface is in need of repair and as mentioned previously the buff coloured High Friction Surfacing finishes at the roundabout in the same location as you would normally expect to see the give way line and this does appear to be causing some confusion. Both lanes of Brooklands Road from the roundabout to the southern end of the northbound layby (south of the railway station car park) would benefit from being resurfaced with a high strength surface course material.

Guide price £35,000

Depending on the skid resistance (PSV) values achievable with such high durability surfaces, consideration could be given to the addition of a charcoal coloured High Friction Surface post resurfacing.

Guide price £15,000

5. RECOMMENDATION:

During year one it is recommended that:

- Items 4.1 to 4.4 be progressed through consultation and subject to general support being received the Common Land application process with a view to implementing them in year two if consent is gained from the Planning Inspectorate.
- Items 4.5 to 4.7 be promoted for construction.

The guide price for constructing items 4.5 to 4.7 is £63,000 (including High Friction Surfacing in 4.7) but it is recommended that a sum also be set aside for the work involved in making the various Common Land applications, say £10,000.

Total guide price for year one £73,000

During year two it is recommended that:

- Items 4.1 to 4.4 be constructed if consent is granted to work on the Common Land.

Total guide price for year two £85,000

Outline layout designs are attached as appendix B

6. APPENDICIES:

A) 2no. plans showing the extent of the public highway

B) Drawings showing proposed options:

Dwg PC0248_09 – Feasibility study general arrangement (1of2)

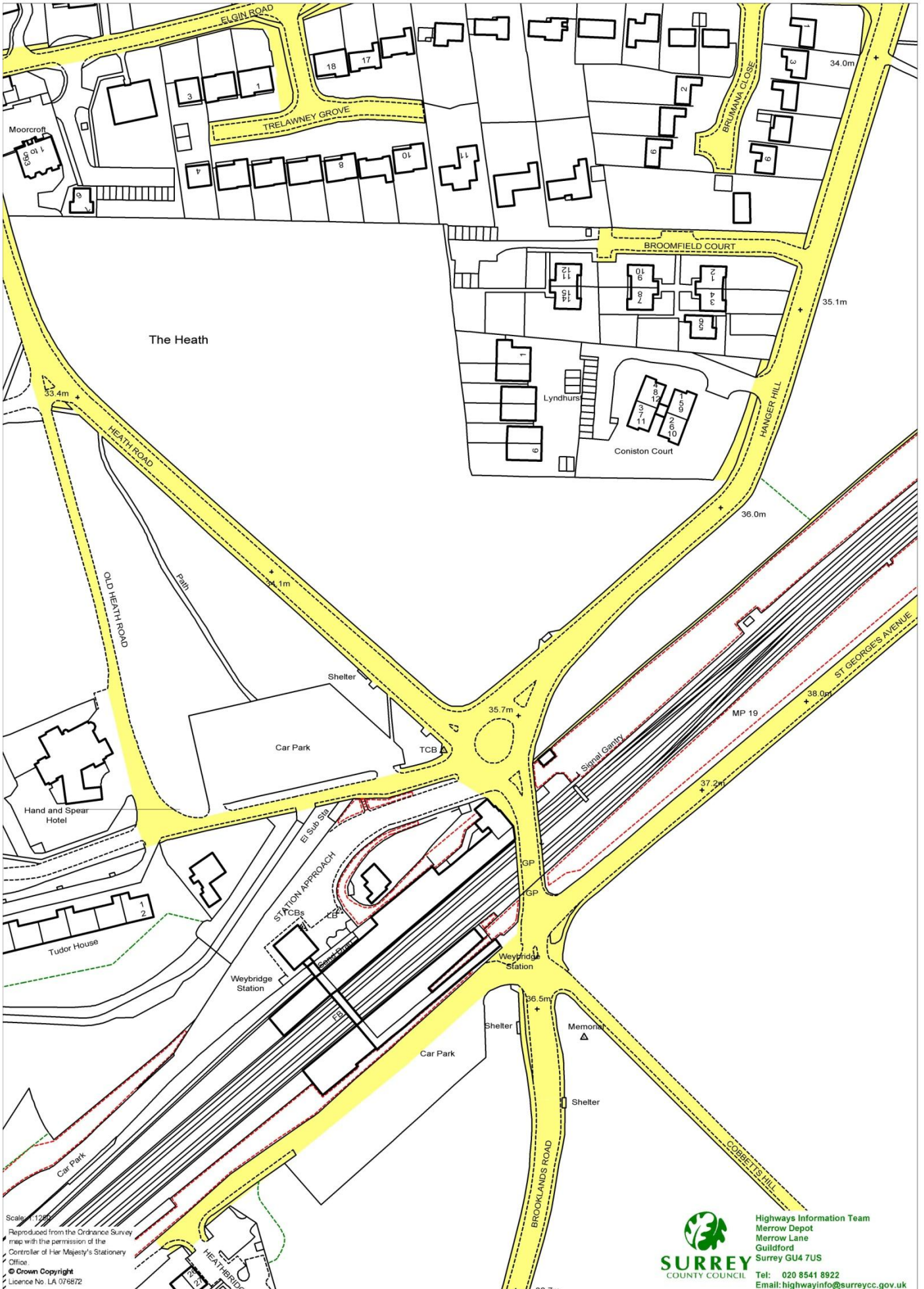
Dwg PC0248_09 – Feasibility study general arrangement (2of2)



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ITEM 10



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Notes

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

North Point	Project
	WEYBRIDGE RAILWAY STATION
	FEASIBILITY STUDY
	GENERAL ARRANGEMENT

Scale 1:500

Drawn by	Sig.	Date
NK	NK	17.03.15
Checked by	Sig.	Date
JD	JD	17.03.15
Approved by	Sig.	Date
		17.03.15

Project No. PC0284

Contract Sheet No. PC0248_09

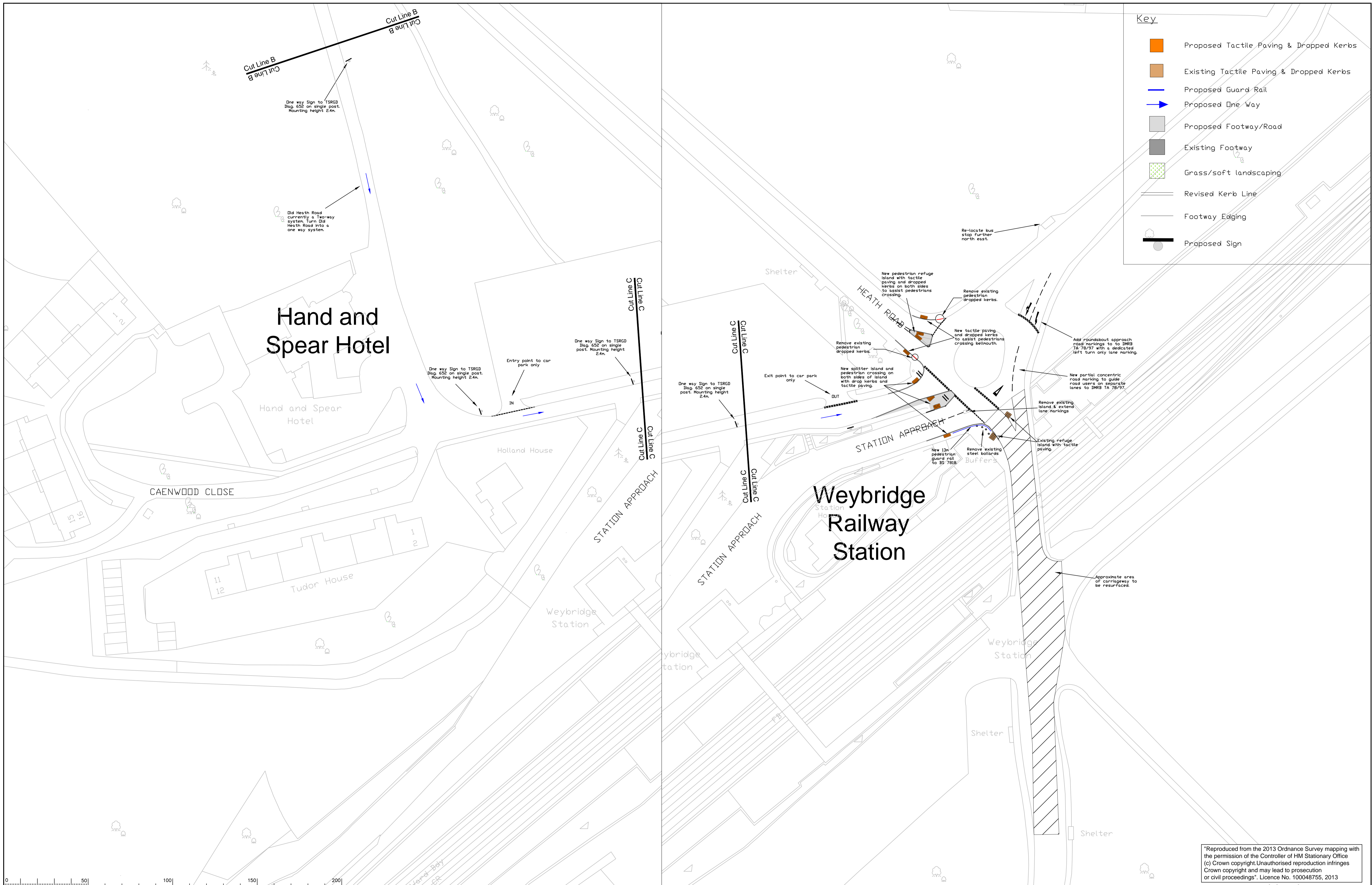
Classification DRAFT

SHEET 1 OF 2

SURREY COUNTY COUNCIL
 Transport for Surrey

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Notes

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

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

Drawn by	Sig.	Date	Checked by	Sig.	Date	Approved by	Sig.	Date
NK	[Signature]	17.03.15	JD	[Signature]	17.03.15			

North Point

Project

WEYBRIDGE RAILWAY STATION

FEASIBILITY STUDY

GENERAL ARRANGEMENT

Scale 1:500

SHEET 2 OF 2

Project No. PC0284

Contract Sheet No.

Drawing No. PC0248_09

Rev.

Classification

DRAFT

SURREY COUNTY COUNCIL

Surrey Highways

Transport for Surrey

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)

DATE: 21st March 20016

LEAD OFFICER: Ben Byrne – Head of Youth Support

SUBJECT: ELMBRIDGE JOINT YOUTH STRATEGY UPDATE

DIVISION: ALL



SUMMARY OF ISSUE:

The purpose of this report is to update the Local Committee on the current status of the Elmbridge Joint Youth Strategy (Appendix 1) and the work it is doing to improve outcomes for young people in the borough of Elmbridge.

Please note that the supporting documents for the Strategy are provided in the appendices to this report.

RECOMMENDATIONS:

The Local Committee (Elmbridge) is asked to note:

- (i) How the Joint Youth Strategy has been working in partnership across the borough to achieve the goal of improving outcomes for young people in Elmbridge including a focus on those young people experiencing inequality and social exclusion.

REASONS FOR RECOMMENDATIONS:

The Local Committee has oversight for the Joint Youth Strategy and monitors the achievement of its priorities through a reporting system to the Youth Task Group.

1. INTRODUCTION AND BACKGROUND:

1.1 This report is for information.

1.2 Through the Streets Apart Project which has been jointly commissioned by Surrey County Council (SCC) and Walton Charities, Elmbridge Borough Council (EBC) and SCC have been working together with voluntary, community and faith organisations to find innovative ways to support young people experiencing inequality and social exclusion.

- 1.3 The Streets Apart project has highlighted the benefits of joining up to support young people in Elmbridge. Therefore EBC and SCC, working with a range of organisations who provide services to young people, have decided to develop a joint youth strategy to set out how we will work together to support young people in the borough.
- 1.4 In addition to SCC and EBC, a range of partners have been involved in developing the strategy including schools, local voluntary, community and faith organisations, Surrey Police, Surrey Fire and Rescue Service and Xcel Leisure Centre and local young people.

2. ANALYSIS:

2.1 Based on consultation with young people and those who work with young people, we have identified the following priorities for action. These priorities are aligned with the outcomes set out in the Surrey Young People's Outcomes Framework and will work towards the goal of employability for all young people in Elmbridge.

2.2 **Priority 1** - Supporting young people to travel around Elmbridge, enabling them to access activities which they enjoy and places where they can develop skills needed for the future.

An online Transport guide has been developed to help young people make the best use of the transport available within the borough. This has been set up on the Elmbridge Impact website and includes a Travel Smart App. Continued work is taking place around mapping collective transport resources across the borough to explore what can be used to tackle particular transport issues for young people.

2.3 **Priority 2** - Improving awareness, availability and accessibility of activities for young people in Elmbridge.

A joint working Football Project was run during the October 2015 half term accessing the Elmgrove Recreation facilities. A joint Celebration event for Young Carers in the borough was held at Walton Youth Centre facilitated by EBC and SCC. The Lifetrain Trust's Mobile Youth Bus Service bus is now accessing Elmbridge QE2 Park Cobham, and Elmbridge George Froude Park, St Johns, Walton, providing access to youth work provision in these areas where there is no youth centre provision. The Elmbridge Impact site is being regularly updated with current provisions for young people across the borough including all details for all the youth centres and activities and Local Prevention contract activities.

2.4 **Priority 3** - Supporting young people to make informed decisions about education, training and careers.

A dedicated Information Advice and Guidance (IAG) groupwork day has been established and is running within Walton Youth centre one day a week providing open access to IAG support and pathways for all young people not in education training or employment within the borough.

- 2.5 **Priority 4** - Supporting young people to develop the independent living skills necessary for a successful transition to adulthood.

A new supported accommodation property has been identified and set up by Transform Housing within the borough, providing supported accommodation for vulnerable homeless or at risk of homelessness young people. A Supported Lodgings working group has been established to develop a post which will be filled by someone with a local role. The aim is to build on the supported lodgings options in the borough thereby offering wider range of accommodation move on and support options.

- 2.6 **Priority 5** - Improving awareness of the importance of looking after emotional and mental wellbeing, knowledge of the support available and reducing barriers to accessing support.

Partnership Emotional Wellbeing workshops (Emotions Gyms) have been set up in partnership with Surrey & Borders, CAMHS & Youth Support Service (YSS). They have been publicised and offered through the Services for Young People (SYP) Local Network Partnership enabling young people from across the borough to access this provision and set up and delivered from Molesey Youth centre. The Elmbridge Impact Website section on 'Support' has been expanded to include more support options.

- 2.7 **Priority 6** - Continuing to support young people at risk of social exclusion and inequality through the Streets Apart project.

Priority 6 is detailed in Project Overview of Streets Apart document in Appendix 2.

3. OPTIONS:

- 3.1 Not applicable as 'information only' report.

4. CONSULTATIONS:

- 4.1 Please see Summary of Consultation and Engagement document attached in Appendix 3 for details of the consultations that led to the production of the Youth Strategy and Action plan (Appendix 4).
- 4.2 Ongoing consultation is taking place with young people and stakeholders across the partnership network around key areas of the strategy and plan.
- 4.3 A framework is being produced for establishing an ongoing consultation with young people across all priority groups within the borough.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 There is no dedicated budget to support the Youth Strategy and Action plan and the work is being carried out on a voluntary basis and funded by the commitment of time and resources by the partner organisations involved within the Joint Youth Strategy.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 The Youth Strategy aims to focus its resources on identifying and supporting those young people who are most at risk of experiencing negative outcomes in the future and those young people experiencing inequality and social exclusion within the borough.

7. LOCALISM:

- 7.1 The Youth Strategy is in place for all young people within the borough of Elmbridge including a focus on those young people experiencing inequality and social exclusion.
- 7.2 The community impact will be improved outcomes and better opportunities and access to opportunities for young people, specifically young people experiencing inequality and social exclusion in the borough of Elmbridge.
- 7.3 The Youth Strategy's aim is to embed sustainable change and practices within partnership organisations across the borough leading to a legacy of improved outcomes and opportunities for vulnerable young people.

8. OTHER IMPLICATIONS:

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

8.1 Crime and Disorder implications

Surrey has achieved great measures in reducing the numbers of young people entering the criminal justice system and currently has the lowest number of first time entrants to the criminal justice system in the whole country. Young people experiencing inequality and social exclusion are still over represented within the criminal justice system and by addressing the needs and improving outcomes for these young people we will improve the outcome of preventing them from entering into the criminal justice system.

8.2 Sustainability implications

Not applicable.

8.3 Corporate Parenting/Looked After Children implications

Young people who are looked after one of the key priority groups for the Joint Youth Strategy.

8.4 Safeguarding responsibilities for vulnerable children and adults implications

The services and organisations working in partnership on the Joint Youth Strategy play a key role in safeguarding vulnerable children and young people within the borough.

8.5 Public Health implications

The actions within the Joint Youth Strategy Action Plan around emotional and mental wellbeing will improve the awareness of services supporting young people with these needs in the borough and improve access to them for those vulnerable young people.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 This report and the information included in the appendices have provided an overview of the Joint Youth Strategy and Action Plan, the goals it aims to achieve and the progress it has made to date.

10. WHAT HAPPENS NEXT:

10.1 The Elmbridge Youth Strategy will continue to report back to the Youth Task group on a quarterly basis on the progress it is making and the goals set out for its next quarter.

10.2 The Elmbridge Youth Strategy will continue to work on the actions set out for achieving its goals. There will be another Youth Partnership In Elmbridge Workshop event in April 2016 and we will be re-launching the Elmbridge Impact Website in June 2016.

Contact Officer:

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Emily Pentland, Project Manager Streets Apart - 07717227052

Consulted:

As set out in the main report.

Annexes:

www.surreycc.gov.uk/elmbridge

Elmbridge Youth Strategy
Action Plan for Elmbridge Youth Strategy
Summary of Consultation & Engagement for Elmbridge Youth Strategy
Project Overview of Streets Apart Project
The Elmbridge Impact website address is – www.elmbridgeimpact.co.uk

Sources/background papers:

- Surrey Young People's Outcomes Framework
-

Context:

Through the Streets Apart Project, Elmbridge Borough Council (EBC) and Surrey County Council (SCC) have been working together with voluntary, community and faith organisations to find innovative ways to support young people experiencing inequality and social exclusion.

The Streets Apart project has highlighted the benefits of joining up to support young people in Elmbridge. Therefore EBC and SCC, working with a range of organisations who provide services to young people, have decided to develop a joint youth strategy to set out how we will work together to support all young people in the borough.

Working together:

In addition to SCC and EBC, a range of partners have been involved in developing the strategy including schools, local voluntary, community and faith organisations, Surrey Police, Surrey Fire and Rescue Service and Xcel Leisure Centre. We will continue to engage more partners in the strategy over time, encouraging other organisations to sign up to delivering the priorities in the strategy.

Young people in Elmbridge:

There are approximately 15,300 10-19 year olds in Elmbridge and this is predicted to grow by nearly 4% between now and 2019. In developing the youth strategy we have engaged with young people to find out what's important to them and also drawn on data to understand more about their needs. Further details of our research and consultation and engagement can be found in the attached summary documents.

Our vision

Every young person will have the opportunity to participate in activities which they enjoy whilst also being supported to develop the skills they need for the future; making Elmbridge a great place for all young people to grow and thrive.

Our commitment to young people in Elmbridge

To ensure Elmbridge is a young person friendly place we have committed to:

- **Listen** to young people and **involve** them in designing and delivering our services.
- Ensure our **communication is easy and clear** for young people and their families.
- Focus on **action**, making sure we deliver what we say we will for young people.
- Engage young people **early**, so young people receive the support they need at the right time.
- **Align our resources** around agreed areas of need and shared priorities.
- Keep **young people at the heart** of everything we do.

The Elmbridge Youth Offer

Our offer to young people will be made up of three different levels of support:

- 1) **Universal - for all young people**
We will ensure all young people have places to go and things to do; support to prepare for their future; and support with issues which are important to them.
- 2) **Priority groups - for those who would benefit from additional support**
We will target some support at specific groups who are most at risk of not developing the skills needed for the future. This will primarily be achieved through Streets Apart.
- 3) **Geographical - for particular neighbourhoods**
We will target some support at neighbourhoods with high levels of deprivation and neighbourhoods identified through our forums as needing additional support.

Our priorities for action

Based on consultation with young people and those who work with young people, we have identified the following priorities for action. These priorities are aligned with the outcomes set out in the [Surrey Young People's Outcomes Framework](#) and will work towards the goal of employability for all young people in Elmbridge.

- 1) **Supporting young people to travel around Elmbridge, enabling them to access activities which they enjoy and places where they can develop skills needed for the future.**
- 2) **Improving awareness, availability and accessibility of activities for young people in Elmbridge.**
- 3) **Supporting young people to make informed decisions about education, training and careers.**
- 4) **Supporting young people to develop the independent living skills necessary for a successful transition to adulthood.**
- 5) **Improving awareness of the importance of looking after emotional and mental wellbeing, knowledge of the support available and reducing barriers to accessing support.**
- 6) **Continuing to support young people at risk of social exclusion and inequality through the Streets Apart project.**

Our action plan (attached) sets out how we will work together towards these priorities.

How will we know if we've been successful?

By working together to support young people, we aim to improve the experience of young people growing up in Elmbridge. We will know if we've been successful by listening to the voice of young people and we will continue to undertake qualitative research with young people to understand whether our joint work is improving their experience. There are also specific outcome measures attached to each of the priorities in the youth strategy and these are detailed in the action plan (attached).

How are we going to work together differently to achieve our vision for young people?

We will best support young people in Elmbridge if we work together. A number of groups will be central for enabling us to effectively work together and ensuring we are on track to achieve our vision for young people.

Elmbridge Youth Task Group

- The Elmbridge Youth Task Group, which assists and advises the Elmbridge Local Committee on youth issues, will oversee the implementation of the strategy and monitor the achievement of priorities. The Youth Task Group will advise the Local Committee and senior officers on aligning resources to achieve our priorities.
- Elmbridge Borough Council and Surrey County Council officers will report on the strategy to the Task Group every 3 months.

Youth Partnership in Elmbridge (YPiE)

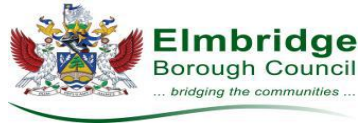
- YPiE brings together people working with young people in Elmbridge and this forum will be central for enabling us to deliver the strategy
- We will organise a YPiE workshop every 4 months and will also bring YPiE members together around specific issues.

Elmbridge Impact

- As part of the strategy we will re-launch Elmbridge Impact as a forum for young people in Elmbridge.
- We will also investigate and develop new channels which will enable young people to provide regular feedback on their experience of growing up in Elmbridge. Through this we will ensure the voice of young people is at heart of all we do.

Streets Apart Project

- The partnerships formed through Streets Apart have played a vital role in the development of the strategy. These partnerships will continue to play an important role in delivering the strategy and we will regularly engage with the Streets Apart Steering Group and Workstream Leads.



Streets Apart Working together in Elmbridge Project Overview 2016

Elmbridge is a desirable place to live for many; it also has many hidden challenges. Elmbridge has a wide gap between low and high income earners which impacts on the lives of residents in a number of ways. A range of interested parties set out to establish a deeper understanding of the unique situation in Elmbridge. The Streets Apart, youth focused report and the more recent New Economic Foundation report on inequality in Elmbridge has uncovered a number of local challenges and opportunities. Stakeholders have committed to coalescing around a set of agreed priorities in order to improve outcomes for local people who are disadvantaged through the alignment of resource, knowledge and expertise. Streets Apart is the vehicle for bringing together members of the voluntary, community and faith (VCF) sectors, local government at Borough and County level and the private sector to work together in new and innovative ways to address disadvantage at a local level.

Phase One - Research

Walton Charity and Surrey's Youth Support Service (YSS), with support from Elmbridge Borough Council (EBC) commissioned research into the experiences of children and young people many of whom were residents of deprived areas and experiencing the impact of poverty. The research set out some key priorities for children and young people. Partners committed to working differently together and with Elmbridge residents to change the experiences and outcomes for the most disadvantaged.

Phase Two – Commitment, Priorities and Planning

Phase Two saw the setting of priorities and action planning. Relationships between the sectors were further strengthened whilst work streams and leaders were defined across a broad range of topics; Housing, Families in Poverty, Community Capital, Education Employment and Skills, Health, a Youth Strategy and Healthy Relationships. Stakeholders agreed on the key tangible priorities for the following year.

Phase Three – Delivery

The work in Elmbridge aims to develop a replicable model for future projects which can be used in the borough and elsewhere Countywide and further afield. The learning could help to inform the wider devolution agenda where areas will have more flexibility to respond to local needs. Each phase prioritises the inclusion of the VCF sectors and recognises the wealth of assets available in Elmbridge as well as the benefit of empowering communities and promoting resilience. A decision has been taken to focus on three main areas in 2016, as set out below:

2016 Priority areas of delivery

The Well being Audit

SCC with support of leaders in Child Poverty research; We will commission The Children's Society to work alongside Babcock 4S and stakeholders to co-produce a child centered survey of well being through local schools. Results will provide a deeper understanding of the experience of children growing up in Elmbridge and help schools and others to address these

Lower Green Pilot

A grass roots, assets based approach using expertise in social innovation to engage and consult with a community which features many aspects of deprivation, social isolation and inequality. The pilot aims to establish a multi-sector operational group lead by members of the community to drive forward sustainable initiatives which realise the breadth of assets already in existence.

Housing Options for Young People

Acknowledging the challenge of supply and affordability of housing, Walton Charity, Step by Step (Supported Lodgings Providers), YSS and a private sector funder will recruit to an Elmbridge post. Key aims: to develop the resource of supported lodgings including a new 'non supported' model, thereby increasing housing options for young people to remain in the borough.

Key Achievements to date: Sign off of first 'Joint Youth Strategy' at Elmbridge Council which provides a five year mandate to work together to improve outcomes for all Elmbridge children. Demonstrable strengthening of relationships between the sectors and improved ability to overcome barriers e.g. joint branding to promote local events and shared use of venues. Collaboration of Youth Support Service and Walton Charity to deliver protected work placements for vulnerable young people to improve employability.

Key Stakeholders:

SCC: CEO David McNulty, Head of Youth Support Service – Ben Byrne

EBC: CEO Rob Moran, Heads of Service: Ian Burrows, Melanie Bussicott, Julie Cook, Colin Waters



VC: CEO Walton Charity Jackie Lodge, CEO NE CAB Jane Bourgeois, All Saints Church, Residents of Lower Green Community

Elected Members: Margaret Hicks (SCC) Mary Sheldon (EBC)

Working together for young people in Elmbridge



Summary of engagement and consultation

To develop the Elmbridge joint youth strategy we have engaged a number of key stakeholders with an interest in outcomes for young people in Elmbridge. The focus of our engagement has been with young people and with those who work with young people in Elmbridge and this engagement has formed the basis of the priorities in the strategy as well as the actions in the corresponding action plan. Throughout the development of the strategy we have also engaged with the Elmbridge Youth Task Group, Streets Apart Steering Group and the Streets Apart workstream leads and their feedback has been incorporated into the strategy and action plan.

This document draws together all the feedback from young people and those who work with young people. It also outlines how we will continue to engage with these groups as part of delivering the strategy. If you would like more information about any of the engagement or consultation then please contact Chris Beck – chris.beck@surreycc.gov.uk

Page 85 Young people in Elmbridge

Over 100 young people in Elmbridge have been engaged in the development of the Elmbridge Youth Strategy via a survey and focus groups. This feedback has helped to determine the priorities in the strategy and actions in the corresponding action plan.

One of our commitments to young people in the strategy is to 'listen to young people and involve them in designing and delivering services' and ongoing and regular engagement with young people will form a key part of delivering the strategy. Our action plan will be refined based on future feedback from young people.

Survey:

Initially a survey was undertaken to get a better understanding of what's important to young people in Elmbridge and what the borough council, county council and other public and voluntary services in Elmbridge can do to make a difference for young people growing up in the borough. The survey was promoted in local schools via U-Explore, the Youth Support Service, Elmbridge Borough Council, Xcel Leisure Centre, youth centres and via other partner organisations.

A total of 80 young people responded to the survey, with 68 young people fully completing the survey. The tables below show the breakdown of respondents (for those who completed the survey) by gender, age and the first part of their postcode.

Male	Female	Other	Prefer not to say
27	39	2	0

Younger than 13	13-14	15-16	17-18	18-19	Older than 19	Prefer not to say
9	14	25	14	6	0	0

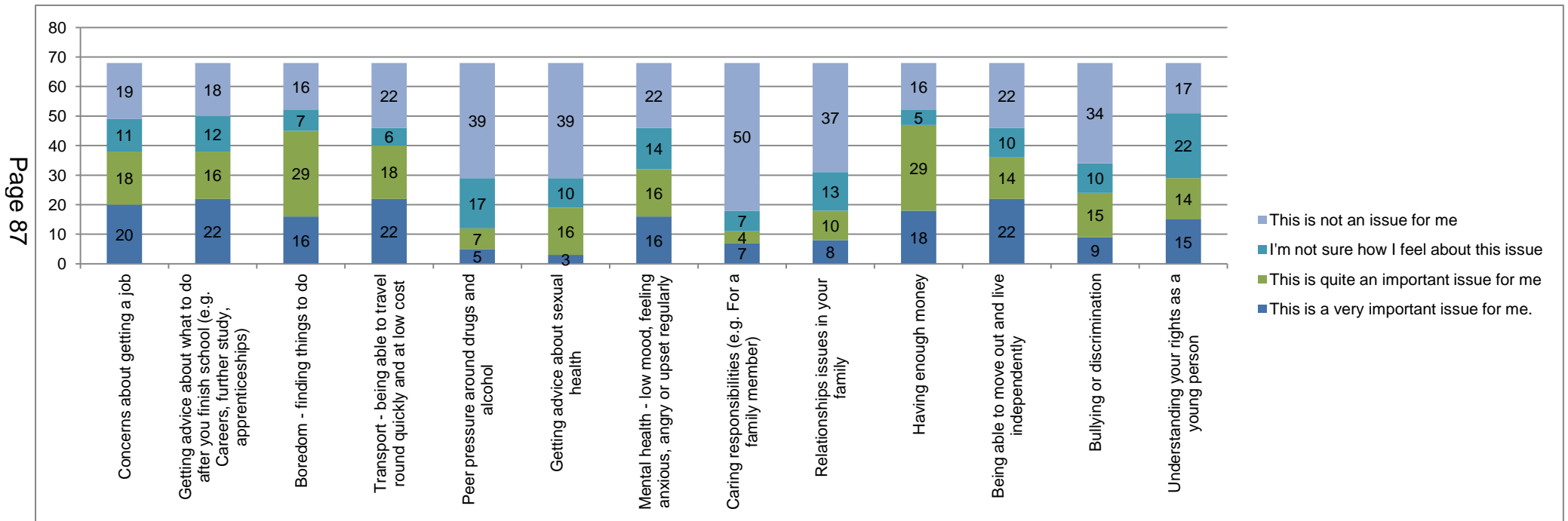
KT6	KT7	KT8	KT9	KT10	KT11	KT12	KT13	KT14	KT22	TW16	TW17	Other
0	1	19	1	8	1	23	9	0	0	1	0	5

The sections below provide a summary of the results from the survey and the full results for each question are also available on [Surrey Says](#)¹.

¹ The results on Surrey Says are for 74 surveys which were completed either on Surrey Says directly or as a paper copy which was then inputted onto Surrey Says. An additional 6 surveys were partially completed on Smart Survey. The percentages in this summary may differ slightly from those in Surrey Says because this summary is based on complete responses and therefore the percentages are calculated based on 68 responses.

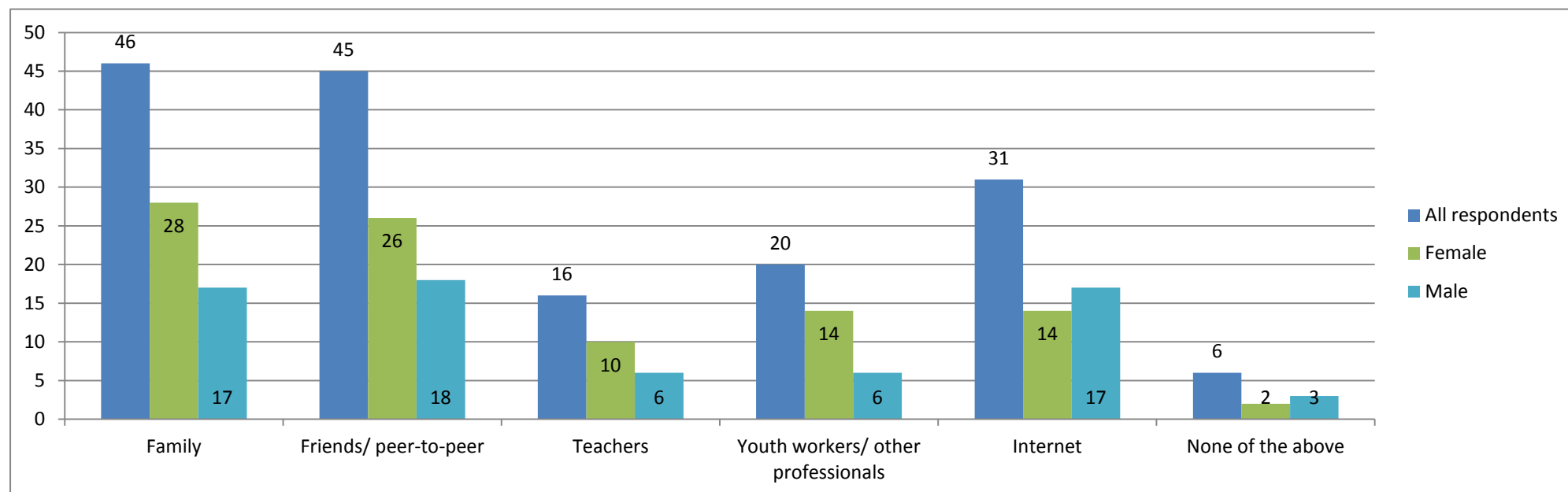
Question 2: Important issues for young people

The survey asked young people to consider a number of issues and to indicate how important these issues are for them growing up in Elmbridge. The list of issues was based on areas highlighted in other engagement activities with young people in Surrey. Young people were asked to rank whether each of the issues is ‘a very important issue for me’, ‘quite an important issue for me’, ‘I’m not sure how I feel about this issue’ or ‘this is not an issue for me’.



Question 3: Sources of information and advice

The survey asked young people where they are likely to go for information and advice about issues which are important to them. Young people were able to select multiple options in response to this question.



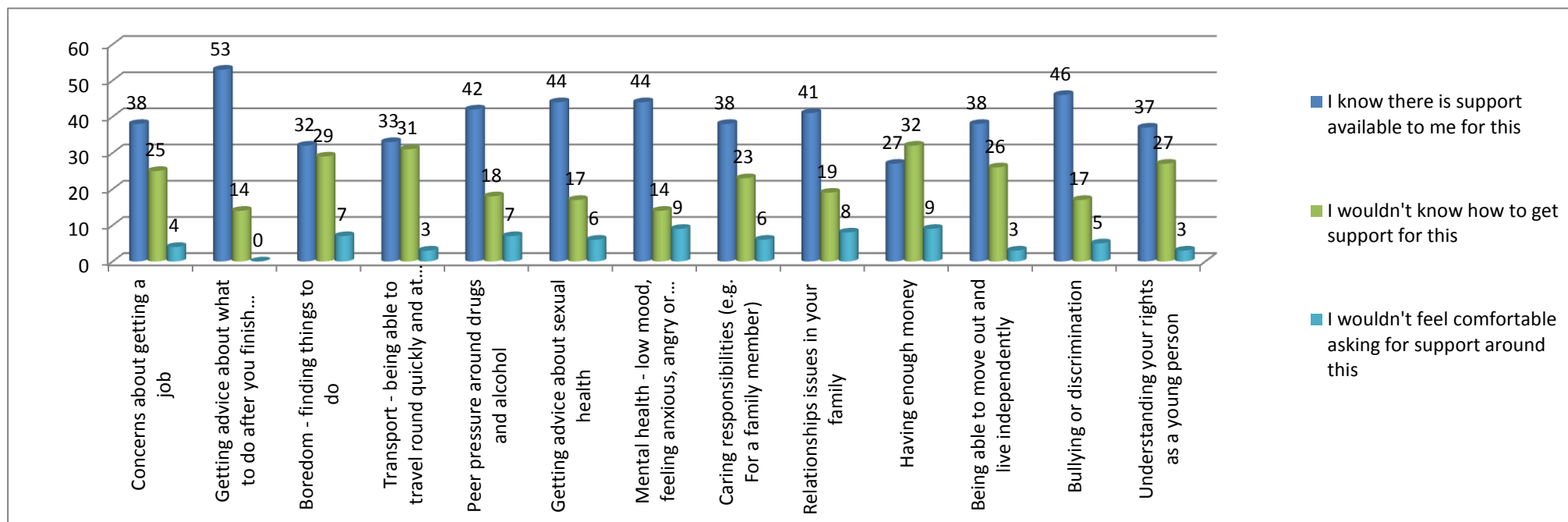
The most common sources of information and advice were family (46) and friends/ peer-to-peer (45) followed by the internet (31). The results were broadly similar for male and female respondents (if you compare the percentage scores) although only 35% of female respondents said they would use the internet for information and advice compared to 63% of male respondents.

Question 4: Support available

For each of the issues listed in Question 2, young people were asked to pick which of the following statements best represented their views:

- 'I know there is support available to me for this'
- 'I wouldn't know how to get support for this'
- 'I wouldn't feel comfortable asking for support around this'

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With the exception of the issue of 'having enough money', for every issue more respondents indicated that they knew where to get support than indicated they did not know. Some of the issues for which higher percentages of young people indicated that they wouldn't know how to get support

were 'having enough money', 'transport', and 'boredom'. Young people also had the option to indicate that they wouldn't feel comfortable asking for support around particular issues. This option was chosen most frequently for concerns around 'mental health' and 'having enough money'.

Question 5, 6, and 7: Youth Centres

The survey asked young people to indicate whether they attend their local youth centre. Out of the 68 respondents who completed the survey, 14 attend their youth centre every week, 5 attend at least once a month, 5 attend a few times a year and 44 had never attended their local youth centre.

Young people who attend their local youth centre were asked about what encourages them to go to their local youth centre. Young people could pick multiple answers in response to this question.

- I get to spend time with my friends and/or make new friends - 20
- I enjoy the activities available – 7
- I can learn new skills – 3
- I get to help staff design the activities – 1
- The staff help and support me – 10
- None of the above – 0

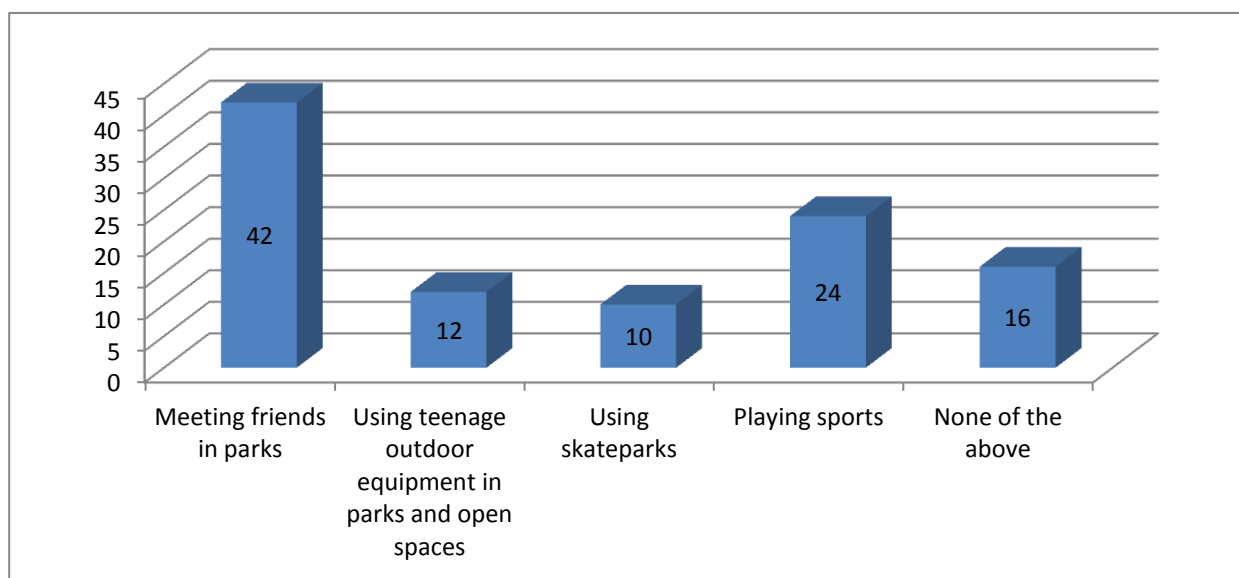
Young people who have never attended their local youth centre were asked about the reasons why they do not attend their local youth centre:

- I don't know what goes on at the youth centre – 19
- I'm not interested in the activities available – 20
- My friends don't go to the youth centre – 16
- It's not very easy for me to get to – 3
- None of the above – 11

In addition to the above, 10 young people commented in the free text box that either they did not know there was a youth centre or that they don't know where it is. Young people who gave these responses live in different parts of Elmbridge (based on the first part of their postcode), suggesting that this feedback is not specific to one area.

Question 8, 9, and 10: Activities in Elmbridge

Young people were asked what outdoor activities they like doing in Elmbridge. Young people had the option to pick multiple answers. The most popular answer was meeting friends in parks (62%), followed by playing sports (35%).



Young people were also given a free text box to indicate other outdoor activities and activities in general they would like to be able to do in Elmbridge. Suggestions included:

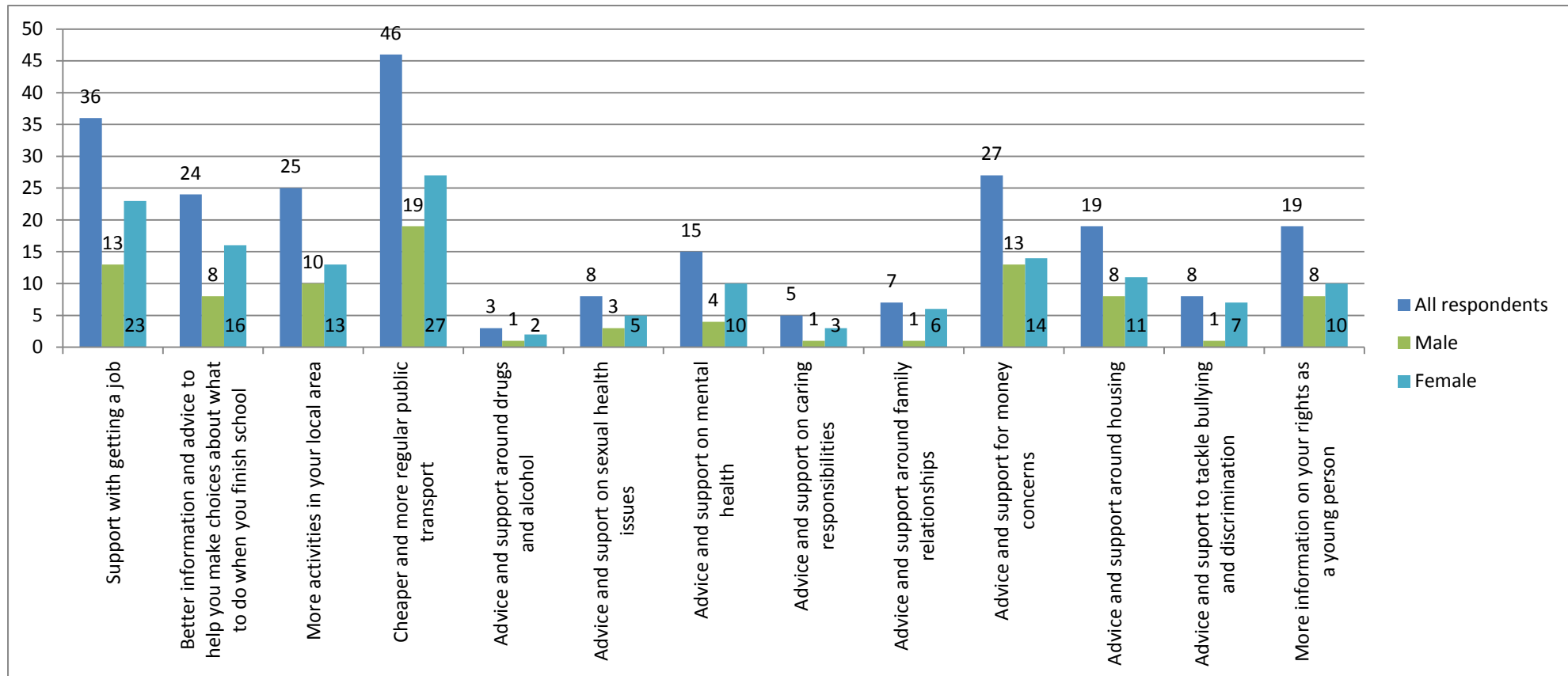
Other outdoor activities		Activities in general	
<ul style="list-style-type: none"> Sheltered spaces for teenagers in parks Skateparks (suggested by 6 young people including specific suggestions for in Walton and Claygate) 	<ul style="list-style-type: none"> Geocaching Cheerleading Hockey Swimming pool – outdoor 	<ul style="list-style-type: none"> Textile and photography competitions Cheaper swimming and gym access 	<ul style="list-style-type: none"> Dance Chilling park Dodgeball and handball More options for teenagers

<ul style="list-style-type: none"> • Outdoor concerts • Student aimed fun sports events • Fishing clubs 	<ul style="list-style-type: none"> • swimming, cheaper swimming • Horse riding 	<ul style="list-style-type: none"> • Fishing • Jogging • Ballroom • Hockey 	<ul style="list-style-type: none"> • More shops • Boxing classes • Football club • Tennis
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Question 11: What would make a difference for young people in Elmbridge

The final question in the survey asked young people to think into the future and identify what would make the biggest different for them growing up in Elmbridge. It was suggested that young people could pick up to three answers but it is worth noting that some young people chose more than three answers and some chose less.

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The most popular answer was ‘cheaper and more regular public transport’ (68%), followed by support with getting a job (53%) and advice and support for money concerns (40%).

Any other comments:

At the end of the survey young people were given the option to write any other comments they may have about growing up in Elmbridge. 19 young people provided additional comments and the main themes in the comments were:

- More activities for teenagers to be able to do
- Challenges of travelling around Elmbridge
- Activities can be expensive and it would be good if there were more free activities.

Focus Groups:

Following on from the survey we organised four focus groups to explore a number of the key issues coming out of the survey in more depth. Through the focus groups we engaged with an additional 28 young people on the following topics:

- ❖ Transport and activities
- ❖ Money concerns and living independently
- ❖ Advice about what to do when you finish school
- ❖ Growing up in Elmbridge as a young carer

The table below provides a summary of the key feedback from focus groups.

Topic and focus group(s)	Key themes to take away from the focus groups	Suggested actions and ideas
Transport and activities	<ul style="list-style-type: none"> • Most popular activity seems to be hanging out with friends and young people want places they can do this all the time (e.g. at the weekends, when the weather is bad etc) • Young people feel as though there is not much to do near to where they live. • Cost can be a big barrier to activities both in terms of 	<ul style="list-style-type: none"> • Explore how we can create spaces which young people can use to hang out all year round (e.g. sheltered spaces in parks, other community spaces which might be available) • Think about how we can communicate what’s on offer in Elmbridge to young people (e.g. making better use of social media)

	<p>paying for the activity (e.g. gym membership) and also travelling to activities.</p> <ul style="list-style-type: none"> • Transport issues are mainly related to cost and frequency of transport, particularly bus services. There are particular transport issues late at night. • Some young people are more bothered by transport than others depending on how easy it is to get lifts, how regularly they need to use public transport (e.g. getting to a job) and how far they are prepared to walk/cycle. • Lots of activities are on offer but sometimes cost can be a barrier. Some feel there is nothing to do but there few specific ideas of other activities they would like to see. 	<ul style="list-style-type: none"> • Think about how we can involve young people in designing and organising activities (e.g. involve them in designing shelters for parks, small fund which young people can bid for to run their own activity) • Need to do a wider transport consultation to fully understand the issues across Elmbridge and then look at what resources we may have to be able to solve some of the local issues.
<p>Money concerns and living independently</p>	<ul style="list-style-type: none"> • Young people in Elmbridge can have very different financial situations. • Money is a concern for young people for a number of reasons (including pressure to buy material goods, not earning enough to be able to afford cost of living etc). • Some young people see money concerns as their fault because of what they choose to spend their money on. • Being able to move out and live independently does not feel like it will be feasible and young people aware of the challenges of buying a house. • It's important for young people to have people they trust who they can talk to about these issues e.g. parents or youth workers • If young people don't have people they trust who they can talk to (e.g. parents or youth workers) or feel embarrassed talking to people, then young people are not sure where else they would go. 	<ul style="list-style-type: none"> • Supporting young people with employability. • Engage with parents and wider community about supporting young people with money concerns and concerns about buying a house. • Look at what support is available for young people who may not have anyone to talk to or may not want to talk to anyone about their money concerns.
<p>Advice about what to do when you</p>	<ul style="list-style-type: none"> • Young people feel there are a lot of different sources 	<ul style="list-style-type: none"> • Think about how we can make a more

<p>finish school</p>	<p>where they can get information and advice e.g. internet, family, teachers</p> <ul style="list-style-type: none"> • The internet is a particularly useful source but it's also important to have people to talk to. • There does not seem to be a particularly coherent offer around information and advice and young people feel more advertising is needed to raise awareness of sources of information and opportunities. • We should make use of social media to promote sources of information and advice. • Young people are keen for opportunities to try things they're interested in and need more support to find useful work experience placements. 	<p>coherent offer around information, advice and guidance for young people in Elmbridge (e.g. is there a way of drawing lots of sources together)</p> <ul style="list-style-type: none"> • Think about how we can use social media tell young people about sources of information and advice or events such as open days etc • Work with local education providers, training providers and businesses to arrange taster days • Think about how we can support young people to find valuable work experience placements
<p>Growing up in Elmbridge as a young carer</p>	<ul style="list-style-type: none"> • The young people agreed the key issues highlighted in the survey (transport, boredom/ finding things to do, advice about what to do when you finish school and money concerns) were important issues for young people in Elmbridge. • Young people would like to have more places to go to meet people and particularly the opportunity to meet people experiencing similar issues. • Bullying is a significant issue and young people felt that more needs to be done to raise awareness of issues such as bullying as well as of the responsibilities of young carers more generally. • There are challenges around getting enough support in school (particularly secondary school) and young people feel schools need to do more to tackle issues such as bullying and to provide extra help when someone is struggling. 	<ul style="list-style-type: none"> • Need to raise awareness of young carers and their responsibilities • Need to raise awareness of safe places for young people to go and further develop and improve provision • Work with and support schools to tackle issues such as bullying.

	<ul style="list-style-type: none"> • There is some frustration about not getting support at the right time; if someone stepped in earlier, problems wouldn't have got so bad. 	
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Youth Partnership in Elmbridge

As well as engaging with young people, developing the joint youth strategy has also involved engagement with a range of organisations who work with young people in Elmbridge. This has taken place through three workshops and feedback from these workshops has helped to shape the priorities in the strategy as well as to develop the action plan for delivering the strategy.

Page 96 Below is a summary of the key feedback from each workshop as well as a list of organisations which have attended the workshops. It is important to note that other agencies have also been invited to the workshops but have not been able to attend for various reasons. Outside of the workshops there has been separate engagement with key agencies involved with supporting young people in Elmbridge, including Elmbridge schools, and this will continue after the strategy has been signed-off to ensure there is as wide a sign-up as possible to the priorities in the strategy.

As set out in the youth strategy we will continue to bring together people working with young people in Elmbridge under the banner of 'Youth partnership in Elmbridge' (YPiE). We have committed to organising three workshops per year and have also established a LinkedIn Group to enable regular communication between those working with young people in Elmbridge. If you would like to join the LinkedIn Group then please search for 'Youth Partnership in Elmbridge' on LinkedIn or contact Emily Pentland (emily.pentland@surreycc.gov.uk) who can add you to the group.

Workshop 1:

The first workshop on 14 October 2014 was primarily an opportunity for practitioners who work with young people in Elmbridge to get to know each other and make links between areas of work.

The workshop took the form of a knowledge cafe centred on the question "how can we work better together to enable all young people in Elmbridge to achieve?"

A range of ideas were suggested in that workshop including creating an Elmbridge directory capturing opportunities and contacts in the borough, regular network meetings, creating an Elmbridge calendar of activities for young people, supporting communities to solve local problems, managers to encourage creativity with regard to finding new solutions, and developing a youth reference group.

Workshop 2:

The second workshop on 18 March 2015, was focussed on the priority areas which young people were asked about in the survey. The table below details the feedback from this session.

Topic	What are we already doing well to support young people in priority areas?	Where are there opportunities to do things differently to support young people in these areas?
<p>Career opportunities and information, advice and guidance</p>	<ul style="list-style-type: none"> • There is lots of information, advice and guidance on offer but what are the success measures? How do we know if it's making a difference? • Lots of different businesses in Elmbridge. Are we making best use of their skills and knowledge to support young people getting a job and making decisions about their future? 	<ul style="list-style-type: none"> • What performance measures can we put in place around information, advice and guidance so we can tell if it is making a difference? • Important to tailor advice for different age groups. • Need to create more networking opportunities where information can be shared with parents and other stakeholders. • Run local careers fairs (hosted at Excel) • Work with businesses more closely to make better use of their skills and knowledge. We need to encourage businesses to offer a range of things including 'coaching' to young people starting out at work, apprenticeships and work experience. • Provide 'sheltered work placements' • How can we use community resources to support young people with their careers?
<p>Activities in the borough and transport</p>	<ul style="list-style-type: none"> • There are lots of different activities available in the borough. We need to work together to overcome barriers to accessibility. 	<ul style="list-style-type: none"> • Need to raise awareness of activities with young people, their families and the wider community (particularly free activities) and where support is available for accessing activities (e.g. grants to pay for kit) • Need to find ways to engage with harder to reach families and young people (e.g. ask practitioners to promote activities when meeting people 1-2-1) • We should involve young people in the design of websites/ social media to promote

		<p>activities.</p> <ul style="list-style-type: none"> • Need a better understanding of transport issues before we can find a solution. Explore organising a workshop with young people and a range of organisations to find out more about transport issues. <p>Action: arrange focus group(s) to get a better understanding of transport issues.</p> <ul style="list-style-type: none"> • Once we understand transport issues we could look at a variety of schemes to tackle these issues such as social enterprise buses, 'Boris bikes' for Elmbridge etc. • Need a forum where organisations can come together to talk about specific families and young people who may need help to access activities so different agencies can say how they can help.
<p>Concerns around housing and money / Community Development</p>	<ul style="list-style-type: none"> • Response to the housing crisis has been good • Improving on our preventative work with families • Homeless prevention service (HPS) duty system works well 	<ul style="list-style-type: none"> • Lower Green is an area of concern– how can we work together to support inc better use of Community venue, empowering the Lower Green Community and working with residents on local initiatives (suggestion of extension of Cranmore school to provide community venue) <p>Action: Round table session with key stakeholders about Lower Green.</p> <ul style="list-style-type: none"> • Not enough housing in Elmbridge so young people too often sent out of borough and/or to B&Bs. • Query over progress of nightstop service? <p>Action: Buy suitcases for YP who have to move at short notice</p> <ul style="list-style-type: none"> • Punitive sanctions leave young people with no benefit money
<p>Mental health</p>	<ul style="list-style-type: none"> • Primary mental health worker currently supporting in Rydens • Professionals are good at assessing at the point of need, signposting and referral • Sliding doors group providing level of support for those at risk of exploitation • No labels officer in Elmbridge 	<ul style="list-style-type: none"> • Improve on support for hard to reach groups (boys representing on 25% of those accessing services) • Better understand the unique mental health issues that affect children & YP • Pick up and address concerns much earlier e.g. from 11 or younger – provide outreach centres? • Improve use of leisure facilitates to support outcomes (e.g. Get Active in Kingston) • Threshold for CAMHS is very high, children & YP are slipping through • Postcode lottery for counselling services + long waiting lists • Children & YP disengaging

	<p>working with YP disengaged from CAMHS</p> <ul style="list-style-type: none"> • Early Help and one to one mentoring due to expand in borough (Surrey Care Trust) • CAB has secured funding for continued work with child/YP victims of DA • Lifetrain & Eikon focussing on community hotspot prevention work 	<ul style="list-style-type: none"> • Improve knowledge of what's available • Need for family therapy • Develop on training for practitioners e.g. Youth Mental Health First Aid (recommended training) & Friends for Life <p>Action: Develop group to communicate/info share into CCG/Surrey & Borders</p>
<p>Family relationships and young carers</p>	<ul style="list-style-type: none"> • Young carers group meeting at Walton YC (Mondays @ 4pm) • Excel offering free passes to leisure for young carers • Opportunities created by new rights to assessment for young carers as part of the Care Act 	<ul style="list-style-type: none"> • For young carers, think more about “what happens if...?” • How to engage parents – e.g. cooking, offering mentoring • Implementing the Care Act – develop Friends, Family and Community Strategy • Need to provide more support within the community/ share information • Develop young carers group in each youth centre • Work with school designated young carers teacher • Co-ordinate the communication (EBC, SCC, HA's, Schools, Churches) - Use LinkedIN to share information <p>Action: Tell Megan Hurley what's available locally so we can put it on Elmbridge Impact</p>
<p>Knowing your rights as a child</p>	<ul style="list-style-type: none"> • Professionals are good at understanding and explaining legal statuses for children and YP • Good at managing young person to young person and finding out as we go • Young carers group in Elmbridge already active (meetings at Walton YC Mondays @ 4pm) • Engagement with Esher college with support from Faith sector (All Saints) 	<ul style="list-style-type: none"> • We need more knowledge – identifying extent e.g of young carers or care leavers • Knowing who to go to and where to find information • Understanding general legal rights of children & YP e.g. no necessarily those related to specific things such as young carers or disabilities • Can we get a geographical break down to see if there are areas that would benefit from more support? • Is there a single information website where info can be found or asked for • Can we set up topical groups such as the young carers? • Improve on getting info out e.g through newsletters, Parish magazines etc • What questions do we need to ask the communities?

<p>Drugs, alcohol and sexual health/</p> <p>Healthy Lifestyles and Resilience</p>	<ul style="list-style-type: none"> • There is a wide ranging programme of activities and services provided by leisure centres and borough and county council to promote healthy lifestyles and healthy relationships. • Examples of good practice in the borough e.g. awareness days at Rydens School. 	<ul style="list-style-type: none"> • How widespread is knowledge about services on offer? E.g. Catch-22 dependency services • How can we promote/ share information about services and activities on offer? Use Elmbridge Impact and LinkedIN • Could we organise drop in centres on specific health related issues?
<p>Bullying and discrimination</p>	<ul style="list-style-type: none"> • Lots going on across the borough to raise awareness of issues around bullying and discrimination e.g. PSHE, Bullying Awareness Week, Junior Citizen. • Greater awareness of bullying issues than ever before. • We're generally good at dealing with issues of bullying, after the incident. 	<ul style="list-style-type: none"> • Prevention- how can we prevent bullying incidents happening in the first place? • Need to raise awareness about the signs of bullying and how to get help if you think someone is being bullied with parents and professionals working with young people. • Use LinkedIN to share information and guides about bullying and discrimination with professionals working with young people. <p>Action: look at what guides and information we already have around bullying and cyber-bullying and share these on LinkedIn.</p> <ul style="list-style-type: none"> • Lots of challenge around cyber-bullying. How do we raise awareness so people recognise cyber-bullying in the same way as other bullying? • How do we raise awareness of cyber-bullying amongst parents, particularly those who aren't familiar with social media? Could use parents evenings as an opportunity to give parents information on cyber-bullying and send an information guide to any parents who don't attend. • Need to ensure information about bullying and particularly cyber-bullying is easily accessible for parents.

Workshop 3:

At a third Youth Partnership in Elmbridge workshop on 16 July, those working with young people in Elmbridge had the opportunity to review and comment on the draft youth strategy. The majority of this session was then spent developing suggested success measures and the action plan for each of the priorities in the strategy. The table below provides a summary of the discussion.

What does success look like?	What are our next steps?	Other key points
Improving transport for young people		
<ul style="list-style-type: none"> • Raised awareness of the travel support which is already available for young people. • Better understanding of what ‘transport issues’ young people are experiencing and the parts of Elmbridge which have the greatest needs around transport. • Optimise the use of transport resources we have available in Elmbridge (e.g. community transport, school mini-buses) • Young people are able to access places which are important for their current and future wellbeing. 	<ul style="list-style-type: none"> • Develop a transport information product (e.g. website or leaflet) to detail awareness of what travel discounts are available for young people and where they can apply for grants to help with travel (e.g. Walton Charity). This should also publicise improvements taking place in transport (e.g. more automated bus displays) and Apps where people can plan travel routes (e.g. Travelsmart) • Transport consultation to help us get a better understanding of what are the transport issues in Elmbridge <ul style="list-style-type: none"> – Use social media to engage young people in consultation (Note: Hersham and Molesey Youth Centres have Facebook) – Engage with schools to help with consultation (Note: Surrey Police have a mailing list for all headteachers in Elmbridge) – Could we use a bus to travel round Elmbridge to ask young people about transport? – Engage Active Citizens and Junior Citizens groups – Offer an incentive for filling in the survey (e.g. free bus pass for a year) – Focus on key places which young people need to get to e.g. schools, job centre, 	<ul style="list-style-type: none"> • We need communities to come forward to say what they need with regard to transport so that we can find solutions (e.g. Cobham Chatter Bus) • Could we have outreach buses offering advice on issues such as alcohol and drugs, sexual health etc (e.g. Lifetrain or Eikon)? • Important to think about family transport as well because younger children will often still travel with their families. • Important to consider cycling as part of any transport offer (Note: Surrey Police can help with things such as bike registration) • There are previous examples of transport being used more creatively (e.g. the Party Bus)

	<p>youth centres etc</p> <ul style="list-style-type: none"> • Mapping exercise to understand what transport resources we have available in Elmbridge and start conversations about how we can use these more flexibly/ creatively. 	
<p>Ensuring young people have places to go and things to do</p>		
<ul style="list-style-type: none"> • Young people know what local provision there is, where it is and would be comfortable making use of it. Young people know where to find the appropriate information, advice and guidance. • Elmbridge is a trendy, vibrant and lively place for young people. • There is 'one offer' to young people where all relevant organisations are connected and market the same 'one offer' experience. • Hard to reach groups are engaged by activities that are brought to them. • Lower levels of ASB • Parents are engaged 	<ul style="list-style-type: none"> • What do young people want to be doing? • Map provision • Map need • Identify key locations where there are gaps in provision and need to target resources (ie – locations where young people could hang out) • Develop comms/ marketing/advertising strategy which can be used by our partners too. • Promotion (particularly through schools) • Identify media role models to promote the 'one offer' • What after school clubs are on offer throughout the borough? 	<ul style="list-style-type: none"> • Co ordination of taster sessions across the borough • Sport in the park? • Involve voluntary or church groups • Promotion to be done using social media pages (FB, twitter), text message etc • Run Parkour activities starting in safe environments then in skate parks etc • Circus skills? • More roller discos • Bring activities to young people ie – street dance • What's most important to young people is having somewhere to be with their friends, the activity often comes second to that. • Current provision varies according to geography. • Schools promotion to be done in assemblies, at fetes, in classrooms. • Advertising to be transposable to different locations (ie – big stands/banners) • Role model for female negative body image (Gok Wan!)

Enabling young people to make informed choices about what to do when they finish school		
<ul style="list-style-type: none"> • Increase the availability of careers advice and guidance in schools. • Young people receive guidance which helps them to make decisions (rather than just information) • Young people have the opportunity to do work experience in areas of interest. 	<ul style="list-style-type: none"> • Mapping exercise to get a better understanding of the information, advice and guidance available in the borough. Who is delivering what? How effective is it? • Organise local careers fairs • Engage with local businesses to find out what they can offer in terms of work experience and taster days and any challenges with this. Also explore whether they can come into schools to share information about particular careers. Elmbridge Borough Council's Economic Development Officer may be able to help with engaging with businesses. • Develop a work experience toolkit which can help businesses to take on more young people for work experience (e.g. risk assessment templates) 	<ul style="list-style-type: none"> • Question about who is responsible for this now? It's challenging without something like Connexions who is overseeing this. • Challenge that no agency is offering 'generic advice' • Particular challenges for businesses if they are taking on people under-16 for work experience due to employment law. • Could explore a 'borough-wide' work experience day? • Need to engage with young people in year 9 (or before) so that they can make informed choices about their GCSEs. • Can parents play a role in coming into school to talk about their careers?
Supporting young people to live independently		
<ul style="list-style-type: none"> • Young people are well prepared for adulthood through schools and youth settings (skills and expectations) • Help is available when young people need it – including when they start to struggle as young adults • Disabled/differently abled YP have greater focus in strategy • Diversity – as a principle of the strategy 	<ul style="list-style-type: none"> • See what is already available (eg. Materials for LAC etc) that we can use to engage YP's. • Use internet and social media (Hersham Hub) • Work with schools, yc's and colleges to support independence through consistent, quality PSHE. • Advice and support for young adults (through Streets Apart) • Peer education and peer promotion. • Role for work experience as 'eye opener'; interview practice 	<ul style="list-style-type: none"> • Emphasise early prevention / education: PSHE / citizenship in schools • What skills do we need to equip YP's with? • Money / budgeting, housing, knowing where to get help • Realism about the difficulties of living independently – particularly in Elmbridge

Improving emotional wellbeing and mental health		
<ul style="list-style-type: none"> • Accessibility, earlier intervention, not waiting until crisis, local services, outreach, range of therapeutic approaches, family focus, • transition 18+ smoother pathway • More male mentors via CSR / volunteers Walton Charity • Healthy Eating, food diet, budgeting for HE, ie Switch • YC – recipes • YC – rucksacks (info packs) • Xcel – Rydens fitness programmes 	<ul style="list-style-type: none"> • Business/Public Services • CSR – volunteering mentor scheme • More volunteers for 121 working with YP at risk • Fitness and well being • Excel Leisure Centre • Youth counselling – no resource currently – fund raise • Ideas: draw on SCT model, rooms, premises • Training & Staff Development , How: traded offer? • Local services: H&W activities in libraries • Peer mentoring to build confidence • Digital support • Awareness of where/how exploitative relationships grow, ie peer to peer, internet 	<ul style="list-style-type: none"> • Promotion, promotion, promotion!! MHA, Young Carer Grants, bulletins, school assemble • Small steps, realistic goals • Information Sharing – not allowing confidentiality agreements to impede good communication.
Supporting priority groups (e.g. young carers) – promoting inclusion and reducing exclusion		
<ul style="list-style-type: none"> • Involvement from the community & improved community resilience • Early intervention to inform of entitlements and services • Improved understanding of the barriers of each group • Establish what the need is in the borough – data • Reducing silos in agencies • Increase awareness in Elmbridge • Better use of Elmbridge impact • Improved attainment 	<ul style="list-style-type: none"> • Mapping exercise, find out what’s out there & establish common goals • Data collation & analysis • Engagement event during holidays, ensure travel is provided plus another form of incentive - consider those whose first language isn't English • Develop champions, young people and range of professionals across organisations • Engagement: build rapport within schools eg through parents evenings, use flyers rather than letters drop in service, newsletters 	<ul style="list-style-type: none"> • Need to identify which priority groups • Need for partnership input to identify what is already out there • Need to align strategies/priorities • Concern that current policies and procedures inherently exclude eg current (new) policy for after school clubs • Note that there is an early intervention scheme for young carers in the pipeline

<ul style="list-style-type: none"> • Uptake of services • More diversity in service users • More in FE • Less NEET • Increased take up of pupil premium 	<ul style="list-style-type: none"> • Peer mentors to communicate in schools • Surveys - direct involvement - respond to the voices of Children & Young people - ask same questions 6 months/1 year later, track responses • Youth centre support - open access for all 	
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Attendees:

The table below lists the agencies which have been represented at the workshops. As outlined above, other organisations were invited to the workshops but were unfortunately not able to attend and we will continue to engage other agencies as we deliver the strategy.

Surrey Youth Support Service	Elmbridge Borough Council Leisure and Cultural Services	Elmbridge Youth Task Group Members
Citizens Advice Bureau	Surrey Care Trust	Surrey Police
Surrey County Council Transport Department	Surrey Young Carers	Surrey County Council, Children’s Performance and Knowledge Management Team
PFP Leisure (Xcel Leisure Centre)	Eikon	Surrey County Council Community Partnerships Team
Elmbridge Borough Council Policy Team	Rydens School	All Saints Church Weston Green

Paragon Housing	Walton Charity	Life Train
Surrey Fire and Rescue Service	Surrey Family Support Programme – North East Team	Elmbridge Borough Council Housing Services

Action Plan

This action plan has been developed based on feedback from young people and through discussions at the Youth Partnership in Elmbridge workshops. The action plan will continue to be added to through ongoing engagement with young people and through discussions with members of the Youth Partnership in Elmbridge workshops, the Streets Apart partnerships and the Elmbridge Youth Task Group.

Many of the actions in the action plan involve building on work already taking place across Surrey to support young people towards the outcomes in the Surrey Young People's Outcomes Framework and ultimately the goal of employability for young people. In Elmbridge, a number of the actions in the Action Plan are also already being picked up through the Streets Apart project.

Outcome measures have been suggested for each of the priorities. These will be further refined and agreed in discussion with key individuals taking forward the actions in the action plan. An outcomes framework for the strategy will be developed and this will be monitored by the Elmbridge Youth Task Group.

Key agencies have been listed for each of the priorities to provide an indication of some of the agencies who will need to be involved in taking forward these actions. However these are not exhaustive lists and most priorities will require input from a wide range of partners. The Youth Strategy project team will be responsible initially for bringing these agencies together to take forward the actions and for ensuring we maintain momentum.

For more information about the youth strategy then please contact Emily Pentland, Streets Apart Project Lead (emily.pentland@surreycc.gov.uk) or Chris Beck, Youth Support Service Team Manager in Elmbridge (chris.beck@surreycc.gov.uk)

Priority	Desired Outcomes	Actions	Suggested outcome measures
Supporting young people to travel around Elmbridge, enabling them to access activities which they enjoy and places where they can develop skills needed for	<ul style="list-style-type: none"> ❖ Young people are aware of transport discounts available to them and where to get support for transport issues. ❖ Our combined transport resources are used to find 	<p><i>Within the next 6 months:</i></p> <ul style="list-style-type: none"> ➤ Develop an online transport guide to help young people make best use of the transport available in Elmbridge and promote this on Elmbridge Impact. This will include the TravelSmart App, information on travel discounts for young people and information about available travel grants. ➤ Mapping exercise to identify the parts of Elmbridge where young people are likely to experience the greatest challenges with transport. 	<ul style="list-style-type: none"> ➤ Number of views of online travel guide. ➤ Number of young people accessing travel discounts and travel grants from Elmbridge (tbc) ➤ New transport initiatives designed to solve transport issues for young people

<p>the future.</p> <p>Key agencies:</p> <ul style="list-style-type: none"> ▪ Youth Support Service ▪ Elmbridge Borough Council ▪ Surrey County Council Transport Department 	<p>solutions to transport problems for young people in the most remote parts of Elmbridge.</p>	<ul style="list-style-type: none"> ➤ Mapping of collective transport resources across Elmbridge to identify resources which can be used to tackle particular transport issues for young people (e.g. community transport, youth centre minibuses) <p><i>Within the next year:</i></p> <ul style="list-style-type: none"> ➤ Based on above mapping exercises, design and undertake consultation with young people in different parts of Elmbridge to further understand transport issues and identify potential solutions using collective resources. 	<p>and subsequent take-up of these initiatives.</p> <ul style="list-style-type: none"> ➤ Qualitative feedback from young people on their experience of transport in Elmbridge.
<p>Improving awareness, availability and accessibility of activities for young people in Elmbridge.</p> <p>Key agencies:</p> <ul style="list-style-type: none"> ▪ Elmbridge Borough Council Leisure and Cultural Services ▪ Services for Young People (YSS and Centre Based Youth Work) ▪ Excel Leisure Centre ▪ Public Health 	<ul style="list-style-type: none"> ❖ Young people and their families are aware of what activities are available locally and know how to access them. ❖ All young people are able to access activities which are important for their wellbeing throughout the year. ❖ Reduce barriers to accessing activities for priority groups (including young carers, children with disabilities and looked after children) 	<p><i>Within the next 6 months:</i></p> <ul style="list-style-type: none"> ➤ Map provision across Elmbridge to build a picture of what activities are available locally (including formal activities as well as places to go). ➤ Develop a communication and marketing strategy to promote activities and places to go to young people, their families and professionals working with young people (including promotion on Elmbridge Impact and Youth Partnership in Elmbridge LinkedIn Group) ➤ Support the delivery of Elmbridge Borough Council’s Physical Activity Strategy to achieve the targets of getting more youth physical activity participation in Elmbridge. ➤ Seek to better understand the specific barriers to accessing activities for priority groups and work with partners to reduce these barriers. <p><i>Within the next year:</i></p> <ul style="list-style-type: none"> ➤ Based on mapping, identify key locations where there are gaps in provision and work with young people, the wider community and members of the Youth Partnership in Elmbridge to develop and improve provision in these areas (similar to the work taking place in Lower Green as part of the Streets Apart Project). 	<ul style="list-style-type: none"> ➤ Number of views of ‘activities page’ on Elmbridge Impact. ➤ Measures associated with EBC’s physical activity strategy. ➤ Attendance at formal activities (e.g. youth centres) ➤ Attendance from priority groups at formal activities (e.g. youth centres) ➤ Improved provision in key locations ➤ Qualitative feedback from young people on their experience of activities in Elmbridge.

<p>Supporting young people to make informed decisions about education, training and careers.</p> <p>Key agencies:</p> <ul style="list-style-type: none"> ▪ Surrey County Council Services for Young People (YSS and Centre Based Youth Work) ▪ Surrey County Council Schools and Learning ▪ Elmbridge schools and colleges 	<ul style="list-style-type: none"> ❖ Young people receive high quality advice and guidance at the right time which enables them to make informed decisions about their futures. ❖ Young people have a range of opportunities available to them with regards to progressing their education, training or employment plans. ❖ All young people to have a clear progression pathway. ❖ Reduction in the number of young people not in education, employment or training (NEET) after they finish school. 	<p><i>Within the next 6 months:</i></p> <ul style="list-style-type: none"> ➤ Mapping to understand what is on offer in Elmbridge in terms of information, advice and guidance and agree actions to fill in the gaps, working closely with local schools and Surrey County Council Services for Young People. This will build on the recent audit of information, advice and guidance completed by Surrey County Council and will form part of wider work taking place to improve information, advice and guidance across Surrey. ➤ Information, advice and guidance to be signposted on the Elmbridge Impact site. <p><i>Within the next year:</i></p> <ul style="list-style-type: none"> ➤ Explore the potential for centre-based youth workers to provide signposting for information advice and guidance. ➤ Explore opportunities for sixth formers and former pupils to be peer mentors to younger students. ➤ Work with local businesses and the community to identify what can be offered in terms of work experience and taster days and identify potential support needed to deliver these (e.g. work experience toolkit) ➤ Build on the Walton Charity's / YSS trial with regard to protected work experience to extend the offer to 32 placements over two years. 	<ul style="list-style-type: none"> ➤ Reduction in number of NEET young people in Elmbridge. ➤ Number of views on Elmbridge Impact page on information, advice and guidance. ➤ Fewer young people in work without training. ➤ Number of protected work experience placements. ➤ Qualitative feedback from young people on quality of information, advice and guidance.
<p>Supporting young people to develop the independent living skills necessary for a successful</p>	<ul style="list-style-type: none"> ❖ Young people are well-prepared for adulthood through schools and youth settings. ❖ Young people know where to access 	<p><i>Within the next 6 months:</i></p> <ul style="list-style-type: none"> ➤ Collate information on what support is already available to help young people with living independently and promote this on Elmbridge Impact. ➤ Through the Housing Workstream of Streets Apart continue to develop of short, medium and long term housing solutions for 	<ul style="list-style-type: none"> ➤ Number of views on Elmbridge Impact page about 'support to live independently'. ➤ Numbers of young people accessing support.

<p>transition to adulthood.</p> <p>Key agencies:</p> <ul style="list-style-type: none"> ▪ All agencies working with young people in Elmbridge 	<p>support and feel comfortable accessing support for living independently.</p>	<p>young people in Elmbridge.</p> <p><i>Within the next year:</i></p> <ul style="list-style-type: none"> ➤ Work with schools, youth centres and colleges to support independence through consistent, high quality PSHE and informal learning opportunities. ➤ Organise local CV surgeries and interview practice sessions to help young people with getting jobs (link to the priority above) 	<ul style="list-style-type: none"> ➤ Qualitative feedback from young people on concerns around living independently and knowledge of where to access support.
<p>Improving awareness of the importance of looking after emotional and mental wellbeing, knowledge of the support available and reducing barriers to accessing support.</p> <p>Key agencies:</p> <ul style="list-style-type: none"> ▪ Youth Support Service ▪ Public Health ▪ CAMHS 	<ul style="list-style-type: none"> ❖ Young people are aware of issues associated with emotional wellbeing and mental health. ❖ Young people know where to access support and feel comfortable to access support. 	<p><i>Within the next 6 months:</i></p> <ul style="list-style-type: none"> ➤ Use local channels to raise awareness of emotional and mental wellbeing and where young people can access support (including on Elmbridge Impact). ➤ Work closely with local providers to deliver outreach services and mentoring to young people, including those struggling with emotional or mental health issues. ➤ Work with the re-commissioned CAMHS (Child and Adolescent Mental Health Services) to support earlier intervention for young people experiencing emotional and mental health difficulties. <p><i>Within the next year:</i></p> <ul style="list-style-type: none"> ➤ Work with schools to support young people experiencing bullying, particularly those from priority groups. ➤ Work with the range of agencies supporting young people to tackle information sharing barriers which impede communication between agencies around mental health. 	<ul style="list-style-type: none"> ➤ Number of views on information about emotional wellbeing and mental health on Elmbridge Impact ➤ Number of young people accessing services to support them with emotional health and wellbeing. ➤ Qualitative feedback from young people on emotional wellbeing and mental health.

<p>Continuing to support young people at risk of social exclusion and inequality through the Streets Apart project.</p> <p>Lead: Streets Apart Project</p>	<p>This priority will be covered by the work of the Streets Apart project. A performance framework is being developed for each of the workstreams which details desired outcomes.</p>	<p>The actions for this priority will be covered by the workstreams of the Streets Apart project. There is a Streets Apart Workstream document which details the key actions for each workstream.</p>	<p>The performance framework for each workstream of the Streets Apart Project will detail performance measures.</p>
<p>Establishing new ways of working as part of the Elmbridge youth strategy</p> <p>Lead: Youth Strategy Project Team</p>	<ul style="list-style-type: none"> ❖ Agencies delivering services to young people are signed-up to the shared priorities and there are effective forums and channels of communication to enable these agencies to work together to deliver the priorities. ❖ There are regular channels for two-way communication with young people so they can feedback on their experience of growing up in Elmbridge. ❖ The Youth Task Group monitors the achievement of priorities to ensure the strategy makes a 	<p><i>Within the next 6 months:</i></p> <ul style="list-style-type: none"> ➤ Through a communication and engagement plan we will engage wider agencies who as yet have had limited involvement in developing the strategy. Initially there will be a particular focus on engaging schools. ➤ Continue to develop the Youth Partnership in Elmbridge LinkedIn Forum as a forum for sharing information amongst those working with young people in Elmbridge. ➤ Develop an easy-read version of the strategy which can be used to engage young people. ➤ Review and update Elmbridge Impact information so it is informative for young people in Elmbridge. ➤ Work with the Elmbridge Youth Task Group to support them to develop their role in overseeing the delivery of the strategy. <p><i>Within 1 year:</i></p> <ul style="list-style-type: none"> ➤ Re-launch Elmbridge Impact as a platform for engaging young people in Elmbridge. ➤ Develop channels for more regular engagement with young people (this is likely to involve digital channels as well as a youth forum) 	<ul style="list-style-type: none"> ➤ Number of agencies involved in the Youth Partnership in Elmbridge. ➤ Use of YPIE LinkedIn Group. ➤ Use of Elmbridge Impact. ➤ Level of feedback from young people in Elmbridge.

	difference for young people.		
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ITEM 11

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)

DATE: 21 MARCH 2016



LEAD OFFICER: SANDRA BROWN, COMMUNITY PARTNERSHIPS TEAM LEADER

SUBJECT: 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 2015/16 the County Council has allocated £10,296 revenue funding to each County Councillor. This report provides an update on the projects that have been funded since April 2015 to date.

RECOMMENDATIONS:

The Local Committee (Elmbridge) is asked to note:

- (i) The amounts that have been spent from the Members' Allocation budget, 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 2015-20 Confident in Surrey's Future that highlights three themes which make Surrey special and which it seeks to maintain:
 - Wellbeing;
 - Economic prosperity;
 - Resident experience
- 1.3 As with all expenditure by the Council, spending of members' allocations should:

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- 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:

Drone for Surrey Search and Rescue

Ernest Mallett and Stuart Selleck have provided £1,000 towards the purchase of a RPAS (Remotely Piloted Aerial System). The drone will be used by Surrey Search and Rescue to search for missing people in fields or across water. Currently searching in water can be dangerous and time consuming. Using a drone with a thermal camera can complete the same task in a quarter of the time with minimal risk. The funding also buys extra batteries, which extend the flight time to enable longer searching for missing people. Any Surrey resident who goes missing may stand to benefit from this new technology.

Electric vehicle for Whiteley Village

Margaret Hicks has provided £1,995 to buy a second-hand electric vehicle for Whiteley Village, which is home to 500 older residents of limited means. The vehicle will aid the care of residents, allowing the staff to transport heavy items needed for care duties. It will also help residents with mobility problems to visit the village shop, the hairdressers and library. The vehicle is open, so care staff will be able to talk with the residents they meet. As well as improving the wellbeing of the residents, the electric vehicle will be less noisy and more environmentally friendly than a petrol-driven vehicle. The economic running costs of the vehicle will be appreciated by the charity that runs Whiteley Village.

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 the 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 Partnerships Team. We also contact officers from other services and departments for advice if we require additional information or specialist knowledge to assess the suitability of projects. We ensure that bids comply with the Council's Financial Framework which contains the financial rules and regulations governing how Members' Allocations funding can be spent.
- 6.2 The current financial position statements detailing the funding by each member of the Committee are attached at **Annex 1**. Please note these figures will not include any applications that were approved after the deadline for this report had passed.

7. EQUALITIES AND DIVERSITY IMPLICATIONS::

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

8. LOCALISM:

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

9. OTHER IMPLICATIONS:

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

10. CONCLUSION AND RECOMMENDATIONS:

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

11. WHAT HAPPENS NEXT:

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

Contact: James Ferguson (james.ferguson@surreycc.gov.uk or 01372 832605)

Consulted:

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

Annexes:

Annex 1 – The breakdown of spend to date per County Councillor.

Sources/background papers:

- All bid forms are retained by the Community Partnerships Team

Elmbridge Members' Allocations Expenditure - Balance Remaining 2015-2016

County Councillors have £10,296 to spend on projects to benefit the local community.

				REVENUE	DATE PAID
Mike Bennison	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£10,296.00	
	EF800243352	Claygate Parish Council	Returned funding (Millenium sign repair)	-£1,000	
	EF700273327	Peer Productions	Performance of Hidden at Hinchley Wood School	£650.00	04.06.2015
	EF800267421	Claygate Village Association	Claygate music festival	£500.00	25.05.2015
	EF800269975	The Magna Carta Embroidery	The Magna Carta Embroidery	£400.00	14.05.2015
	EF400220543	Surrey County Council	Brookfield Gardens resurfacing	£2,000.00	30.07.2015
	EF800275521	Claygate Royals Football Club	Gig on the rec event	£500.00	14.07.2015
	EF700292925	Claygate Parish Council	22 Claremont Road tree pit installation	£750.00	01.10.2015
	EF800286272	Princess Alice Hospice	Manshed project	£200.00	15.02.2016
	EF700293361	1st Hinchley Wood Scouts	Camp fire circle	£1,000.00	02.12.2015
	EF800293219	1st Oxshott Scouts Group	Feasibility study for new Scouts and Guides HQ building	£1,000.00	14.01.2015
	EF700290584	Claygate Parish Council	Horse crossing upgrade	£2,000.00	01.10.2015
	EF700303254	Peer Productions	High: a play about illegal drugs and legal highs' at Hinchley Wood School	£200.00	14.01.2016
	EF700303660	Claygate PCC	Facelift to Village Clock	£1,500.00	15.02.2016
	EF700308905	Claygate Recreation Trust	External noticeboard for Claygate Community Clubhouse	£450.00	04.03.2016
	EF700311299	Whiteley Village	Whiteley Village Care of the Elderly of Limited Means	£146.00	04.03.2016
	BALANCE REMAINING				£0.00

				REVENUE	DATE PAID
Peter Hickman	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£10,296.00	
	EF700277399	1st Weston Green Scout Group	Replacement trailer	£1,729.00	14.07.2015
	EF800281946	Thames Ditton High Street Retailers' Association	The Thames Ditton High Street Christmas Fair; application is for road closure costs	£837.60	01.09.2015
	EF800292844	Surrey County Council	Looked after children bursary	£500.00	03.12.2015
	EF700290297	Long Ditton Residents' Association	Lighting for the Christmas tree by Long Ditton shops	£1,000.00	01.10.2015
	EF800293081	The Dittons Scout Group	The Dittons Scout Shack - Fire and Security	£5,000.00	15.02.2016
	EF700312417	Sugden Allotment Association	Sugden Allotment Association - Native Tree Planting	£125.92	04.03.2016
	EF400236342	UP! Orchestra	32nd Global Conference on Music Education	£103.48	
	EF700313896	Eikon	Youth Specialist Programme - Lunch clubs	£1,000.00	
BALANCE REMAINING				£0.00	

				REVENUE	DATE PAID
Margaret Hicks	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£10,296.00	
	EF700264751	Surrey County Council	Returned funding (Elmbridge bike project)	-£1,000.00	
	EF800269422	Babcock 4S	Three Faiths Forum training in inter-faith dialogue	£700.00	24.06.2015
	EF700275837	Hersham in Bloom	Replacing wooden barrels around the village green	£450.00	01.05.2015
	EF800269112	The Counselling Partnership	Recruitment day and BACP membership	£588.00	14.05.2015
	EF800281092	Elmbridge Borough Council	Young carers review group event on 27 October	£500.00	18.09.2015
	EF700288190	Walton Youth Centre	Referees course for twelve young people	£660.00	13.11.2015
	EF800288884	Surrey County Council	Walton Youth Centre awards ceremony	£600.00	13.11.2015
	EF400224000	Surrey County Council	Cycle racks outside cafe, on Barley Mow Roundabout, Hersham.	£2,000.00	01.09.2015
	EF800292796	Surrey Forest School Association	Tools and equipment to be used on countywide projects	£200.00	18.12.2015
	EF800291894	Elmbridge Multifaitth Forum	Annual gala event	£750.00	24.02.2016
	EF800296601	Walton Firs	New shower and office block	£754.00	24.02.2016
	EF800286272	Princess Alice Hospice	Manshed project	£200.00	15.02.2016
	EF700302880	The Whiteley Homes Trust / Whiteley Village	Community 2-seater secondhand electric vehicle	£1,995.00	19.02.2016
	EF700313795	Crossroads Care	Burview Children's Club	£830.00	
	EF700313213	Action for Carers Surrey	Surrey Young Carers Theatre Project	£1,000.00	
	EF700312065	Elmbridge Fishing Academy	Elmbridge Fishing Academy	£69.00	
BALANCE REMAINING				£0.00	

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Elmbridge Members' Allocations Expenditure - Balance Remaining 2015-2016

County Councillors have £10,296 to spend on projects to benefit the local community.

				REVENUE	DATE PAID
Rachael Lake	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£10,296.00	
	EF700273717	The Counselling Partnership	Elmbridge community hub licence	£850.00	10.06.2015
	EF700277584	Walton Heritage Day Organising Committee	Financial support to Walton Heritage Day	£574.00	24.06.2015
	EF700282132	Homestart Elmbridge	New computer	£250.00	14.07.2015
	EF700288573	Enigma Theatre	Doubt: A Parable (Enigma Theatre)	£200.00	01.09.2015
	EF800284091	Elmbridge Borough Council	Elmbridge sports awards	£750.00	01.10.2015
	EF800286272	Princess Alice Hospice	Manshed project	£200.00	15.02.2016
	EF800286272	Princess Alice Hospice	Manshed project - plaque	£8.00	
	EF700303524	Elmbridge Public Halls	Hall Hire 15/01/2016	£53.75	14.01.2016
	EF700308301	The Touchtennis All England	The All England Touchtennis Championships	£2,000.00	04.03.2016
	EF700308301	The Touchtennis All England	The All England Touchtennis Championships - plaque	£8.00	08.03.2016
	EF700307865	Surrey CC Sustainability Group	Grovelands Bike-It project	£2,000.00	
	EF700314085	Surrey CC Sustainability Group	Replacing curbstone with dropped curbstone (Sidney Road, Walton)	£500.00	
	EF400236342	UP! Orchestra	32nd Global Conference on Music Education	£200.00	
	EF700312065	Elmbridge Fishing Academy	Elmbridge Fishing Academy	£2,702.25	
			BALANCE REMAINING	£0.00	

				REVENUE	DATE PAID
Mary Lewis	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£10,296.00	
	EF800271808	Oasis Children's Centre	Relocation to Cobham Cedar Centre	£500.00	19.06.2015
	EF700278934	Club@Young Explorers	Breakfast/after school club and holiday club for St Andrew's School	£500.00	17.06.2015
	EF400220544	Surrey County Council	A245 Stoke Road speed limit reduction	£4,000.00	13.07.2015
	EF800283864	Cobham Cedar Centre	Replacement front desk	£400.00	01.10.2015
	EF800286272	Princess Alice Hospice	Manshed project	£200.00	15.02.2016
	EF800287082	Surrey County Council	Cobham Youth Club	£1,500.00	21.12.2015
	EF800292844	Surrey County Council	Looked after children bursary	£500.00	03.12.2015
	EF700304467	Cobham Chatterbus project	Bus destination display	£1,500.00	26.01.2016
	EF800288884	Surrey County Council	Walton Youth Centre awards ceremony	£600.00	13.11.2015
	EF800296601	Walton Firs	New shower and office block	£296.00	24.02.2016
	EF800295989	Surrey Countryside Partnerships Team	Surrey Countryside Partnerships apprenticeship qualification 2016	£300.00	27.01.2016
			BALANCE REMAINING	£0.00	

				REVENUE	DATE PAID
Ramon Gray	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£10,296.00	
	EF800282805	Brooklands family fun day	One day event to promote community cohesion	£750.00	01.10.2015
	EF800286272	Princess Alice Hospice	Manshed project	£200.00	15.02.2016
	EF800287086	Surrey County Council	Elmbridge community youth work group trips	£2,000.00	21.12.2015
	EF700304467	Cobham Chatterbus project	Bus destination display	£500.00	26.01.2016
	EF700308305	TouchTennis	Purchase of a roller and line marker	£500.00	04.03.2016
	EF700314755	Surrey Search and Rescue	Search dogs - kit replacement	£346.00	
	EF700313848	Elmbridge Borough Council	Weybridge Community Centre cafe area development	£5,992.00	
	EF700313848	Elmbridge Borough Council	Weybridge Community Centre cafe area development - plaque	£8.00	
			BALANCE REMAINING	£0.00	

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Elmbridge Members' Allocations Expenditure - Balance Remaining 2015-2016

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				REVENUE	DATE PAID
Ernest Mallett	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£10,296.00	
	EF800266932	Molehurst Women's Club	50th anniversary celebration meal and entertainment	£1,200.00	12.05.2015
	EF700277991	Saint Paul's Church	Organ pipes project	£3,500.00	10.06.2015
	EF700277991	Saint Paul's Church	Organ pipes project - plaque	£8.00	08.03.2016
	EF800292435	Elmbridge Ladies Probus Club	New projector	£600.00	30.12.2015
	EF800286272	Princess Alice Hospice	Manshed project	£200.00	15.02.2016
	EF700303636	1st Molesey (Jaguar) Sea Scout Group	1st Molesey (Jaguar) Sea Scouts Water Activity Centre	£700.00	15.02.2016
	EF800295512	Citizens Advice Esher & District	Laptops for outreach advice work	£594.00	15.02.2016
	EF700308297	3rd Molesey (Matravers) Scout And Guide Band	New band instruments	£800.00	
	EF700308121	Royal Cambridge Home Ltd	Entertainment and technology equipment	£500.00	15.02.2016
	EF700308042	Surrey Search and Rescue	RPAS (Remotely Piloted Aerial System) Drone	£500.00	19.02.2016
	EF700311457	Mosley Youth Club	Pool tables and table tennis equipment	£1,219.88	
	EF700311686	Eikon	Youth Specialist Programme - Lunchclub	£474.12	04.03.2016
BALANCE REMAINING				£0.00	

				REVENUE	DATE PAID
Tony Samuels	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£10,296.00	
	EF800276656	Friends of Charles Sydney RAF	Event on 27 September celebrating the life of Charles Sydney	£500.00	10.08.2015
	EF700285712	Surrey County Council/Skanska	Installation of a double streetlight on Silvertree Close	£707.27	21.07.2015
	EF800292844	Surrey County Council	Looked after children bursary	£500.00	03.12.2015
	EF800286272	Princess Alice Hospice	Manshed project	£200.00	15.02.2016
	EF400232594	Surrey County Council	St Michael's Close resurfacing	£7,888.73	
	EF700313346	Freewheelers Theatre and Media Ltd	Media workshops	£500.00	
BALANCE REMAINING				£0.00	

				REVENUE	DATE PAID
Stuart Selleck	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	£10,296.00	
	EF700277991	Saint Paul's Church	Organ pipes project	£3,500.00	10.06.2015
	EF700303619	1st Molesey (Jaguar) Sea Scout Group	1st Molesey (Jaguar) Sea Scouts Water Activity Centre	£500.00	15.02.2016
	EF800295512	Citizens Advice Esher & District	Laptops for outreach advice work	£594.00	15.02.2016
	EF700308297	3rd Molesey (Matravers) Scout And Guide Band	New band instruments	£1,200.00	
	EF400233480	NE Area Team (SCC)	Heritage lighting for Summer Road	£3,502.00	
	EF700308046	Surrey Search and Rescue	RPAS (Remotely Piloted Aerial System) Drone	£500.00	19.02.2016
	EF700308121	Royal Cambridge Home Ltd	Entertainment and technology equipment	£500.00	15.02.2016
BALANCE REMAINING				£0.00	

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