

## **DRAFT**

Minutes of the meeting of the  
**Surrey HEATH LOCAL COMMITTEE**  
held at 6.30 pm on 3 July 2014  
at Our Lady Queen of Heaven Church Hall, Frimley, GU16 7AA.

### **Surrey County Council Members:**

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

### **Borough / District Members:**

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

\* In attendance

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#### **48/13 APOLOGIES FOR ABSENCE [Item 1]**

Apologies were received from Cllr Fuller.

#### **49/13 MINUTES OF THE LAST MEETING [Item 2]**

The minutes of the last meeting, held on 13 March 2014 were agreed and signed by the Chair. The answer given to Mr Pavey on Southall Park Road was not recorded and would be added to Annex A.

#### **50/13 DECLARATIONS OF INTEREST [Item 3]**

Cllr Rodney Bates declared an interest regarding agenda Item 8 as he resides in Berkshire Road.

#### **51/13 WRITTEN PUBLIC QUESTIONS [Item 4]**

Two written public questions were received from Mr Jon McClelland, Local Resident and Murray Rowlands, Local Resident.

The questions asked and responses given are recorded in Annex B.

#### **52/13 WRITTEN MEMBER QUESTIONS [Item 5]**

One written member question was received from Cllr Rodney Bates.

The question asked and written answer given are recorded in Annex B.

### **53/13 PETITIONS [Item 6]**

There were no petitions received at this meeting.

### **54/13 RESPONSE TO A30 SLIP ROAD PARKING PETITION [Item 7]**

The Local Committee received a petition at its meeting on 13 March 2014. The petition stated that “We the undersigned petition Surrey County Council to refund parking charges incurred due to inadequate signs”.

Members noted the learning points for both Councillors and Officers and were pleased that the parking review this time had been altered to be more inclusive and consultative.

The Local Committee (Surrey Heath) noted the report and the measures that have been put in place since the parking issue arose.

### **55/13 RESPONSE TO CORDWALLES SCHOOL PETITION [Item 8]**

The two local members present reported that they had met with County Officers on site outside the Cordwalles school. Road Safety is being considered at all the schools on the Old Dean estate and especially at Pine Ridge, where the change of access arrangements had caused issues.

The Local Committee (Surrey Heath) noted the report and that a further and more detailed assessment report will be submitted to the next meeting.

### **56/13 2014/15 PARKING REVIEW [Item 9]**

Officers of Surrey County Council’s parking team carried out a review of on street parking restrictions within the borough of Surrey Heath and identified changes which would benefit road safety, reduce instances of obstruction and localised congestion.

Members were pleased that they had been involved with and consulted on the review from an early stage and had been able to check details with parish representatives.

Cllr Goodman accepted that something needed to be done in Bowling Green Road, Chobham but there was no easy solution, so on reflection, the proposed scheme was withdrawn. He also requested a slight change from 2 hour to 1 hour parking in Updown Hill.

Members discussed Wilton Road, which provided access to the amenity tip and whether restrictions were needed – however this land is owned by SHBC and not the County Council. Cllr Vivienne Chapman agreed to discuss this further with the Parking Team.

Committee approval was required in order to progress the changes to the stage of 'formal advertisement', where the proposed restrictions will be advertised for 28 days and open to comments or objections from members of the public.

The Local Committee (Surrey Heath) agreed that:

- (i) the proposed amendments to on-street parking restrictions in Surrey Heath as described in the report and shown in detail on drawings in annex A be agreed **to include the removal of Bowling Green Road, Chobham and a change from 2 hour to 1 hour parking restriction on Updown Hill, Windlesham.**
- (ii) funding be allocated as detailed in paragraph 5.1 of the report to proceed with the introduction of the parking amendments.
- (iii) advertisement of the intention of the county council to make an order under the relevant parts of the Road Traffic Regulation Act 1984 to impose the waiting and on street parking restrictions in Surrey **Heath as described in the report** and shown on the drawings in annex A should proceed and that, if no objections are maintained, the orders be made.
- (iv) if there are unresolved objections, they will be dealt with in accordance with the county council's scheme of delegation by the parking strategy and implementation team manager, in consultation with the chairman/vice chairman of the committee and the appropriate county councillor. An additional member may be invited for comment.

### **57/13 HIGHWAYS UPDATE [Item 10]**

The Committee received a tabled report on the progression of all highway related schemes and works.

Members discussed the proposed works on the Toshiba roundabout and raised concerns over potential congestion as a result. It was noted that the works involved the widening of the road, so the congestion should be kept to a minimum as traffic would remain unimpeded as much as possible. Councillors would be kept up to date on works and disruptions whenever possible and information would be made available to the public using social media as appropriate.

Thanks were given to the Highways team for their work in the Surrey Heath area, with particular thanks from Cllr Pitt regarding Frimley Green and Canal bridge.

The Local Committee (Surrey Heath) agreed to:

- (i) Note the progress with the ITS highways and developer funded schemes, and revenue funded works for the 2014/15 financial year,

- (ii) Note progress with budget expenditure,
- (iii) Note that a further Highways Update will be brought to the next meeting of this Committee,

#### **58/13 TRO - EXPERIMENTAL SCHEME FOR CAMBERLEY HIGH STREET [Item 11]**

In response to a request from Surrey Heath Borough Council and Surrey Police, an Experimental Road Closure Order had previously been introduced for part of Camberley High Street. The Order had now expired.

The Order enabled the High Street to be closed at times when the clubs/pubs/restaurants in the High Street attract particularly large numbers of visitors. The proposed closures restrict access to vehicles along the High Street at a time where pedestrians are vulnerable. It also provides an environment where Surrey Police are able to proactively monitor and intervene in situations to reduce the amount of antisocial behaviour and/or crimes. Surrey Police have reported that the implementation of previous closures has resulted in a reduction in crimes and incidences of anti-social behaviour in the High Street.

Members discussed the provision of disabled parking bays and the inclusion of restrictions on New Years Eve.

The Local Committee (Surrey Heath) agreed:

- (i) advertisement of a further Experimental Traffic Regulation Order (for a period of 18 months) to close the section of Camberley High Street between Portesbery Road and St Georges Road (as shown on the plan attached at Annex 1) at the times and dates specified in paragraph 3.4 of the report. The Order will include an exception for vehicles for the purpose of loading and/or unloading.
- (ii) any comments received during the period of the experimental closure should be considered by the Area Team Manager for Highways in consultation with the Divisional Member and Chairman (**consideration should also be given to Disabled Parking and the inclusion of NYE**); and
- (iii) to approve the advertisement of a Traffic Regulation Order to make the closures permanent if no irresolvable objections are received in response to the experimental closure; and that this issue only be returned to Committee if any objections prove insurmountable.

#### **59/13 PORTSMOUTH ROAD CYCLE LANE - AGREEMENT TO CHANGE THE SEGREGATED CYCLE LANE TO A SHARED FOOTWAY [Item 12]**

The Surrey Heath Local Committee's ITS scheme for 2014/15 was the widening of the Portsmouth Road between Toshiba Roundabout and the Frimley Park Hospital roundabout.

In order to create an additional lane, part of the existing cycle/footway needed to be moved over to allow the road to be widened.

The available space for the relocated cycle/footway would result in a facility that was narrower than existing and too narrow to allow it to remain as a segregated facility. A cycle/footway could remain as a shared (as opposed to a segregated) facility.

The Local Committee (Surrey Heath) agreed that the current segregated cycle/footway be converted to a shared cycle/footway.

#### **60/13 TRAFFIC REGULATION ORDER FOR A NO RIGHT TURN ONTO OSNABURGH HILL FROM LONDON ROAD, CAMBERLEY [Item 13]**

The proposed restriction would improve traffic flow along London Road (eastbound) and reduce the risk of personal injuries at the junction.

The Local Committee (Surrey Heath) agreed to:

- (iv) The advertisement of a Traffic Regulation Order the effect of which will be to restrict traffic turning right into Osnaburgh Hill from Eastbound traffic on London Road.
- (v) Any objections to the proposal will be reviewed by the Area Manager, following consultation with the Chairman and Local Member for the area
- (vi) Following the advertisement of the order, implement the scheme subject to no irresolvable objections

#### **61/13 ROW BRIDLEWAY 19 [Item 14]**

Officers do not have delegated powers to make TROs. Officers supported the decision to make the TRO to enable Network Rail to make safety improvements at the level crossing that they would be unable to do with horse use. The continuation of the route in Hampshire already had a TRO on it.

The Committee were asked to consider whether a Traffic Regulation Order should be imposed on bridleway 19 for the purpose of “avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising”. Members were asked to consider the Council’s duty under Section 122 of the Road Traffic Regulation Act 1984, “to conduct an adequate balancing exercise to secure the expeditious, convenient and safe movement of traffic”. In essence they needed to decide whether prohibiting equestrian access would improve safety for other users.

Gail Brownrigg attended and raised the following points:- A bridleway is a route which pedestrians, cyclists and horse riders have a right to use. Surrey has a large number of bridleways, which enable riders to get off busy and dangerous roads, but this network is unfortunately fragmented and often lacking in connectivity. This bridleway gives access to the long-distance Blackwater Valley Path which does not currently have equestrian rights along its full length, but which may have the potential for upgrading in the future. The nearest alternative crossing from Surrey into Hampshire is at Tongham

seven miles away. Network rail would like to install miniature stop lights with a red light and a beeping signal giving 20 seconds warning when a train is approaching. This is in use at Farnham North station and seems to be very effective. For equestrian use, the guidance states that minimum warning period should be 40 seconds. Network Rail are concerned that users would become accustomed to the fact that the crossing is closed for a longer time, and this might influence their decision to cross before the train arrives. There are however, telephones on each side of the crossing, to enable riders to check with the signalman that it is safe to cross and to confirm to him their safe arrival on the other side. This request is entered in a log book, where the last record dates to 2009, leading to the assumption that the crossing has not been used by riders since then. This is, however, incorrect. A resident living near the crossing says it was in regular use by riders until about three years ago, and a local rider confirms that she last used the crossing in November 2013. This indicates that riders have not been using the telephone to contact the signalman, but were using their own judgement to cross. Trains sound their horns before reaching the bend between 7 am and 11 pm, so there is warning of their approach before they are visible. Incomplete evidence for past use cannot be taken a reliable guide to future need.

Prohibiting equestrian use would not alter the status of the bridleway – it would therefore still be legal for cyclists to use it. It would, however, enable Network Rail to remove the telephones which they say are being misused, causing considerable train delays. I fully understand Network Rail's reasons for wanting a Traffic Regulation order imposed on this part of the bridleway. I support the proposed installation of stop lights and audible signal set at the 20 second timing appropriate for pedestrians and cyclists who comprise the majority of users, but I do not agree that it is necessary to prevent the rare equestrian access that takes place. There is adequate warning of an approaching train which sounds its horn, and the telephones are available for riders who might need more time. No equestrians are likely to wish to cross at night when the horns are not sounded, and any horse that is spooked by the sound of the signal should not be attempting to cross once the red light shows.

Network Rail responded to this, and it was noted that the actions proposed were to improve safety, which had been identified as at risk. It was highlighted that a collision with a large animal could derail a passenger train and that the Hatches did not have sufficient sight lines. Log books had not recorded any horse crossings since 2009, so it was deducted that horse owners were therefore not obeying the signage and following the safety procedures available.

Members discussed the usage of the bridleway and safety considerations. It was noted that no public objections to the advertisement of the TRO had been received within the statutory period. A recorded vote was held with 6 in favour, 5 against and 1 abstention.

The Local Committee (Surrey Heath) agreed that the grounds for making a Traffic Regulation Order as outlined were met and an Order should be made for Public Bridleway No. 19 (Camberley & Frimley) to prohibit equestrian use under s1(a) of the Road Traffic Regulation Order 1984 for avoiding danger to persons or other traffic using the road, or for preventing the likelihood of any such danger arising, as shown on Drawing Number 3/1/84/H8 (Annexe 1).

**62/13 ANNUAL PERFORMANCE REPORT FROM SERVICES FOR YOUNG PEOPLE [Item 15]**

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

The Local Committee (Surrey Heath) noted the progress Services for Young People had made during 2013/14 to increase participation for young people in education, training or employment, as set out in the appendix to the report

**63/13 CREATING OPPORTUNITIES FOR YOUNG PEOPLE: LOCAL RE-COMMISSIONING FOR 2015 - 2020 [Item 16]**

The report outlined plans to build on the successes of Services for Young People and proposed greater integration and working together for the commissioning of the Local Prevention Framework (LPF), Centre Based Youth Work (CBYW) and potentially other more integrated commissioning with partners such as Surrey Heath Borough Council, Public Health, Surrey Police and Active Surrey. It explained how Services for Young People planned to achieve its overall goal of employability for all young people.

The Local Committee (Surrey Heath) agreed;

- (i) To support increased delegation of decision-making to include the current Centre Based Youth Work so that it can be re-commissioned alongside the current Local Prevention Framework.
- (ii) That local priorities for the newly delegated commissions within Services for Young People will be decided by the Surrey Heath Local Committee informed by the work of the constituted Youth Task Group.
- (iii) To reconstitute Surrey Heath Youth Task Group (See Item 17)

**64/13 LOCAL COMMITTEE BUDGET AND TASK GROUP REPRESENTATION 2014-15 [Item 17]**

The Local Committee (Surrey Heath) agreed:

- (vii) The terms of reference for the Youth Task Group as set out in Annex A, with membership of the task group to be: Denis Fuller (Chairman), Chris Pitt (Vice-Chairman), Cllrs Valerie White and Rodney Bates.
- (viii) The terms of reference for the Major Projects Task Group as set out in Annex B and the membership of this task group to be: Cllrs David Ivison, Denis Fuller, Bill Chapman, Vivienne Chapman, Josephine Hawkins and Valerie White. It was also recommended that Cllr Paul Ilnicki be invited to attend any

meetings with a focus on rail issues and that SHBC Officers Jenny Rickard and Jane Ireland be included.

(ix) The nominations to outside bodies as:-

Surrey Heath Partnership – Cllr Bill Chapman  
Surrey Heath Strategic Parking Group – Cllrs Ivison and Page  
Surrey Heath Youth Council Stakeholders Group – Denis Fuller

(x) That the community safety budget of £3,294 that has been delegated to the Local Committee be transferred to the Surrey Heath Partnership.

(xi) That the Community Partnerships Manager manages and authorises expenditure from the budget delegated to the Local Committee in accordance with (iv) above.

#### **65/13 LOCAL COMMITTEE & MEMBERS' ALLOCATION FUNDING - UPDATE [Item 18]**

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

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

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

#### **66/13 FORWARD PLAN [Item 19]**

Meeting ended at: 9.00 pm

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**Chairman**