

**Minutes of the meeting of Surrey County Council's
Local Committee in Elmbridge held at
4.00pm on Monday 09 March 2009 at
Elmbridge Civic Centre, Esher**

Members Present – Surrey County Council

Mr Michael Bennison
Mrs Margaret Hicks
Mr Ernest Mallett
Mr Tim Oliver
Mr Roy Taylor

Mr Peter Hickman
Mr Ian Lake
Mrs Dorothy Mitchell (Chairman)
Mr Thomas Phelps-Penry

Members Present – Elmbridge Borough Council

Cllr David Archer
Cllr Barry Fairbank
Cllr John O'Reilly
Cllr Chris Sadler

Cllr John Butcher
Cllr Alan Hopkins
Cllr Karen Randolph
Cllr David Tipping

PART ONE

IN PUBLIC

**81/
08 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS**

Apologies for absence were received from Councillor Dearlove and Councillor Vickers for whom Councillor Tipping substituted.

**82/
08 MINUTES OF PREVIOUS MEETING**

The Minutes of the meeting held on 8th December 2008, were confirmed and signed as a correct record.

**83/
08 DECLARATIONS OF INTEREST**

There were no declarations of interest received.

**84/
08 CHAIRMAN'S ANNOUNCEMENTS**

The Chairman announced:

1. We appreciate that high numbers of the public wish to attend for agenda item 10 but we have to adhere to the capacity limit of these committee rooms out of concern for the health and safety of those in attendance. Just to clarify following recent press coverage, these meeting rooms were booked for the Local Committee from the start of the municipal year i.e. early to mid 2008. When the request was made to move the Committee Rooms we did enquire and at that time the Council Chamber was not available and we confirmed the meeting would go ahead in these rooms. The Council Chamber did subsequently become available but by that stage we had already committed to our original venue of Committee Rooms 4 and 5.

Every effort has been made to facilitate as many members of the public attending as possible and a seat has been reserved for the lead petitioner. In addition to which they have also been advised to contact their local divisional member following the meeting for an update on the report. The draft minutes of this meeting will also be posted on the website when available but please note these will be subject to Committee approval at the July Local Committee meeting.

2. Parking in Walton – The following clarification has since been provided to the questioner on public question 1 submitted to the Local Committee on 8 December 2008.

Question Update:

The two notices published in respect of proposed parking changes in Elmbridge are printed in the Esher News and Mail series which includes the local variations e.g. Walton News and Mail the proposed Walton CPZ will be subject to informal consultation, which will include leaflets being sent to local residents in February 2009.

The results of the informal consultation will be presented at the Surrey County Council Local Committee (Elmbridge). Draft Traffic Regulation Orders will be advertised once a final scheme has been approved by the Local Committee.

85/ 08 PETITIONS

There were three petitions received requesting the following:

Elmbridge Cycle User Group – Letter of Representation signed by 68 Surrey electors.

“We ask you to make cycling a safer activity throughout the Borough, initiate new and continuous cycle lanes, where possible, and encourage drivers and others to take up cycling as a health, eco-friendly option”.

The lead petitioner, Mr Taylor-Gregson attended the meeting and spoke for three minutes.

The Chairman advised that a report on the issue would be presented to the 27th July meeting of the Local Committee.

New Zealand Avenue – Petition – 105 signatories

“Petition to request a prevention of inappropriate parking at the junctions between Sandy Way and New Zealand Avenue in Walton-on-Thames”.

The Lead Petitioner Mr Cox attended the meeting and spoke for three minutes.

The Local Highways Manager responded to the petition and advised that given the changes in parking patterns in Walton on Thames there would be an overall review of waiting restrictions in Walton on Thames and the two roads in question would be included. Any proposals would be subject to full consultation.

Members were informed that there would be a meeting on Thursday 12th March for both Borough and County members to view and input to the proposals ahead of the public consultations. Residents were advised to keep in touch with their divisional Members for updates on progress and exact proposals as these are known.

In regard to concerns expressed by residents that the Police had indicated they could not assist in enforcing waiting restrictions, the Local Highways Manager explained that they could deal with obstructions caused by parking. It was also noted that the white junction protection marks, which Mr Cox, was requesting were less appropriate than yellow lines as they were non enforceable and merely advisory.

Wolsey Road, East Molesey – Letter of Representation – 76 signatories

“We support the Wolsey Road (East Molesey) application for residents and controlled parking between the hours of 8 – 9.30am Monday to Friday”

Mrs Reed attended the meeting and spoke for three minutes.

The Chairman advised that a report on the issue would be presented to the 27th July meeting of the Local Committee.

**86/
08 PUBLIC QUESTION TIME**

There were four public questions submitted as set out in Annex A with the answers.

There were supplementary questions asked on all four questions.

**87/
08 MEMBER QUESTION TIME**

There were five Member questions received as set out in Annex A with the answers.

The Chairman informed the Committee that Councillor Butcher had submitted two Member questions to the Local Committee meeting. The first related to the flooding of Plough Lane, Cobham which Councillor Butcher had withdrawn on the basis that he would meet with the relevant County Council officer in person to discuss the matter further. The second question, on pedestrian refuge signs on rural and semi-rural roads, had not been accepted as it related to a countywide policy issue and upon advice Councillor Butcher would refer this to the Executive Member for transport.

**88/
08 COMMUNITY SAFETY UPDATE**

Peter Kipps, Elmbridge Community Safety Partnership Manager, gave a presentation on the report to the Local Committee.

RESOLVED:

- i) To note the content of the report and presentation.
- ii) To thank Peter Kipps, Katie Mills and Leanne Spickett for their contributions to the report and various projects.

**89/
08 MEMBERS' ALLOCATIONS**

The Area Director presented the report to the Local Committee.

RESOLVED:

- (i) To note the Criteria and Guidance Note for the use of Member's Funds as set out in Appendix 1.
- (ii) To note the funding approved under delegated authority (paragraphs 2.1 - 2.4).
- (iii) To approve an application for funding of £1,500 for Brooklands FM Radio towards OFCOM and WTA fees for the Easter Community Radio Trial to be funded £500 from Mr Ian Lake's allocation, £500 from Mr Roy Taylor's allocation and £500 from Mrs Margaret Hicks' allocation.

- (iv) To approve an application for funding of £2,500 for St James Church of England Primary School, Weybridge for a fitness playground trail from Mr Taylor's allocation.
- (v) To approve an application for funding of £2,820 for Molesey Art Society for the 50th Anniversary Programme from Mr Oliver's allocation.
- (vi) To approve an application for funding of £100 for Surrey Police for the Elmbridge Young Persons of Honour Awards 2008/09, £64 from Mr Lake's allocation and £36 from Mr Oliver's allocation.
- (vii) To approve an application for funding of £2,430 for North Surrey Community Counselling Partnership towards insurance and supervision for voluntary counsellors who work in the community from Mrs Hicks' allocation.
- (viii) To approve funding of £755.68 for Hersham Youth Trust towards the purchase of electronic equipment from Mrs Hicks' allocation.
- (ix) To approve an application for funding of £536 for Elmbridge Rentstart for staff training costs from Mr Lake's allocation.
- (x) To approve funding of £1,900 for Heathside School towards the purchase of school orchestra uniforms from Mr Lake's allocation.
- (xi) To approve funding of £5,000 for Surrey Highways towards waiting restrictions advertising in Ellesmere Road, St George's Avenue and Old Avenue from Mr Lake's allocation.
- (xii) To approve funding of £1,250 towards a Long Ditton map from Mr Hickman's allocation.
- (xiii) To approve funding of £202 towards Cobham Costa Coffee and Quiz evening for local young people from Mrs Mitchell's allocation.
- (xiv) To approve funding of £3150 for Molesey Centre for retired persons towards social outings for elderly persons from Mr Phelps-Penry's allocation.
- (xv) To approve funding of £34 from 1st Claygate Scouts Group towards a Centenary Camp at Walton Firs from Mrs Hick's allocation.
- (xvi) To approve funding of £1,000 for Hotbuckle Productions towards a rehearsed reading of Joshua at the Riverhouse Arts Centre from Mr Phelps-Penry's allocation.
- (xvii) To approve funding of £137 from Oatlands Traders for plants and shrubs in Pantile Road/St Mary's Road Oatlands, Weybridge from Mr Taylor's allocation.
- (xviii) To approve funding of £2,000 for Surrey Highways towards the improvement of lighting columns to facilitate the erection of VAS signs to be funded from the capital allocation as sponsored by Mrs Mitchell.
- (xix) To approve funding of £1,300 from Cool2Care Family/Carer Matching towards a laptop and software from the capital allocation as sponsored by Mr Oliver.

- (xx) To approve funding of £300 for 1st Weybridge Girl Guides for tables from Mr Lake's allocation.
- (xxi) To record the Committee's thanks to Katie Mills and Delia Davies for their hard work in administering the Members funds allocations.

90/ PETITION – OATLANDS AVENUE, WEYBRIDGE

08 In accordance with the Local Committee protocol the Chairman permitted Mr Winton to speak for three minutes on behalf of CRISIS.

The Local Highways Manager presented the report and showed a powerpoint presentation with photographs of different perspectives of the the road and location of the school entrance and exit gates.

Resolved:

- (i) The introduction of a safe crossing location immediately outside the school, centrally located between the schools in and out car park be approved.
- (ii) The school be requested to keep their car park gates closed at school arrival and departure times, in order to achieve the first recommendation.
- (iii) The school be requested to provide a pedestrian gate, suitably located, to encourage the use of the safe crossing location.
- (iv) The parking assessment in both Oatlands Avenue and Oatlands Chase be included in the annual review programme.

91/ LOCAL TRANSPORT PLAN CAPITAL PROGRAMME PROGRESS
08 UPDATE

The Local Highways Manager presented the report for information. The Area Highways Manager undertook to respond to Mr Bennison's question concerning Section 106 monies outside of the meeting after some research had been undertaken.

RESOLVED:

- i) To note the report.

92/ DATES OF FUTURE LOCAL COMMITTEE MEETINGS
08

The Committee noted the following meeting dates for the Local Committee:

27th July 2009 - Elmbridge Borough Council, Esher

21st September - 2009 Molesey Youth Centre, Molesey

7th December 2009 - Cobham Village Hall, Cobham

1st March 2010 - Christ the Prince of Peace Church Hall, Weybridge

The meeting which adjourned from 5pm to 5.03pm closed at 5.39pm

Chairman.....

Date.....

AGENDA ITEM 6**PUBLIC QUESTIONS****Question 1 – Councillor Macleod****Cycling Action Plan progress in Elmbridge**

Given the welcome aims of the Surrey County Council Cycling Strategy and Action Plan 2007-10 of contributing to achieving a 20% increase in cycle journeys being made and 25% increase in cycle journeys to stations, can the committee tell us what budget has been allocated by SCC to help achieve these aims in Elmbridge, what specific actions have been taken to date or are scheduled for Elmbridge, and what progress has been made in increasing cycle use in Elmbridge?

Officers Response:

In 2008/9, Transport for Surrey was able to allocate £40,000 capital funds (Local Transport Plan) across the county, to increase cycling infrastructure and journeys by bike in order to reach its targets. The County Cycling Officer in agreement with local highways offices allocates this to local schemes and the continued development of the national cycle network in Surrey. The A307 Portsmouth Road cycle lanes, Esher, which is now nearing completion, was allocated funds from the budget recently. In summer 2008, when programmes had already been drawn up, the County Cycling Officer was in a position to offer additional funds for cycle parking in several locations across Elmbridge to enhance access in town centres. Due to the existing heavy programme of works and backlog of schemes it was felt that no guarantee could be given of implementing this additional work, so it is proposed to progress this initiative very soon.

Central funds are also allocated county wide to promote cycling e.g. school cycle parking, safety and skills cycle training. Elmbridge is very active in this area and has 110 Bikeability (skills training) courses booked, several bike clubs, most schools have active travel plans, whilst Company Travel Plans are encouraging adults to cycle. Surrey is promoting cycling as a healthy and green activity, and to this end, the new National Cycle Training standards have been implemented in order to offer the most up-to-date training for new users in order to afford them the possibility to be as safe as possible.

Beyond this central infrastructure funding, the Local Committee decides any further cycle related scheme finance based on its local priorities. Cycling schemes are without doubt very difficult to introduce retrospectively on an existing highway network, due to road widths, often their sensitive nature. On-carriageway cycle lanes can only be put in where there is sufficient road width to put in 1.5 metre wide lanes. Few roads in Surrey have these available

widths however, it can also be difficult to find a cycle scheme that suits all highway user groups' cyclists, residents and pedestrians alike.

Central budget allocations for 2009/10 have yet to be agreed by the Executive. Surrey's priority for transport funding is to maintain the road network, but it is likely that there will also be a small allocation for cycling infrastructure. The council's priority for allocating cycle infrastructure funding is likely to be for Surrey's "hub" towns and to complete the national cycle network.

Surrey has recently received recognition from the Government Office for the South East (GOSE) for its very strong progress on its Local Transport Plan and for achieving some of its targets early. Targets to increase journeys by bike in Surrey are on target, and journeys to railway stations exceeded.

A dedicated officer from the east area office meets with representatives from the Elmbridge area as well as others in the east area cycle forum, on a regular basis, in order to identify where additional cycle facilities would be helpful and of benefit to cyclists. These are then assessed in order to best fit these schemes within existing highway projects or new schemes, within the limitations of the funds and scheme prioritisation.

It is proposed during 2009/10 to complete the cycling infrastructure, both on and off road, from the Scilly Isles to Hampton Court Station, linking up other measures introduced previously.

Question 2 – Mr Gilbert

Off and On Street Parking – integration into Local Development Plans

Elmbridge Borough Council did prepare an Information Bulletin (No 54) on which to develop a Parking Strategy as an integral element in a comprehensive Traffic Management Plan, with clear objectives such as "improved traffic management, reduced congestion and dependency on motor vehicles, whilst maintaining an adequate balance of on and off-street parking for all sectors of the community".

Colin Buchanan was contracted to study this and make recommendations, but their report, costing £40,000, dealt only effectively with off-street parking, and the queries on the impact on parking in roads this would created, have not been resolved;

Subsequently, a second firm, Jacobs, has been contracted at a reported cost of a further £30,000, to prepare a report on only on-street parking in Walton. When queries on this have been satisfactorily resolved by Jacobs, presumably on the impact on off -street parking, it will be passed on to Surrey County Council for consideration when finalising its proposals for a major parking zone in Walton.

Surrey's Transportation Select Committee recently received a report on a joint review with Borough/District Councillors on Parking Standards and Strategies for Local Areas. This dealt with three aspects; parking standards for new developments; use of parking space at existing private developments; and off-street public parking. (The first of this was particularly welcome, as the Elmbridge Head of Planning had informed me that the revised standards were too vague to be of use, and were being ignored) There was no mention of on-street parking, possibly since this is the responsibility of SCC, over which the boroughs have no jurisdiction;

Overall, it seems improbable, if not impossible, for Elmbridge and other boroughs to prepare their Local Development Plans including sound and comprehensive objectives, such as illustrated in Information Bulletin 54, while such a piecemeal policy is being followed, therefore my question is:

Will this Local Committee engage with the County's Transportation Select Committee as a matter of urgency to seek a process to enable off- and on-street parking to be fully integrated in all Local Development Plans now under preparation?

Officers Response:

Thank you for your question. To clarify, the report produced by Colin Buchanan and Partners Limited was commissioned and funded jointly by Surrey County Council and Elmbridge Borough Council. The study did not deal exclusively with off-street parking.

Jacobs are undertaking detailed design and consultation for the proposed Walton on Thames Controlled Parking Zone. This work is being carried out a year earlier than scheduled and the budget to which you refer comes directly from Elmbridge Borough Council. The Local Committee in Elmbridge allocated funds for this scheme in 2009/2010 and 2010/2011. The draft proposal is now complete will be subject to consultation with local residents, businesses and other stakeholders imminently. Elected members from the county and borough and officers from the county and borough have been involved in the formulation of the proposed scheme. This includes consideration of the effects on car parks and on-street parking, congestion and road safety.

The existing Parking Strategy for Surrey will be reviewed and updated as part of the process to produce our third Local Transport Plan. This will set an on-street policy framework for the county and we will engage with all eleven boroughs and districts as part of the process to ensure commonality of policy approach throughout the county.

Your comments about Transportation Select Committee are noted and the Chairman was copied in to your original email. If you would like this matter to become a topic for that Committee to review, please complete the online form via the following link:

<http://online.surreycc.gov.uk/esuite/esuite.nsf/openOnlineForm?open&fcuid=46155D6AAACC779980256FF80044E7D6>

Surrey County Council General Enquiries: 03456 009 009

www.surreycc.gov.uk/elmbridge

Question 3 – Mr Freeman**Desborough Island**

Could we be told the state of plans and time-scales (if any) for publicly owned land on Desborough Island which I understand continues to be under separate ownership of Surrey and Elmbridge, although there has been a long held intention for it to be transferred to Elmbridge. The Island has not achieved anything like its potential as a recreational area (e.g. walks), despite its prime location as an area on the Thames to which the public have access, and it has a reputation for attracting anti-social activities and fly-tipping which do not make it appealing destination for many. Could the answer also outline any ideas which the councils have for improving the island, whether formalised as plans or simply just longer-term aspirations.

Officer Response:

The County Council acknowledges there is a need to bring discussions over the future of the site to a conclusion in order to provide certainty going forward. Further officer discussions are due to be held during March in order to make recommendations to the respective councils. In the meantime, the Borough continues to manage the site on behalf of the County to ensure an even management regime is in place across both ownerships.

Question 4 – Mr Sheppard**Street and Sign Lighting Failures**

What specific steps are being taken to improve the response to reports of street and sign lighting failures, which often cause road safety hazards?

Officer Response:

The database system used for logging enquires CONFIRM has been recently updated. CONFIRM Module 0700 has been procured from 'Map Info' and is now in use at the Contact Centre. This enables enquiries to be dealt with more thoroughly by operators at the Contact Centre. Enquiries can be traced more efficiently and in greater depth in the revised system and the caller updated to avoid duplicate calls.

SCC also now has a dedicated link with EDF Energy and Balfour Beatty Infrastructure services lighting (BBISL) to take up any issues that cannot be resolved at a local Area Office Level.

AGENDA ITEM 7**MEMBER QUESTIONS****Question 1 – Councillor Sadler****Mayfield Road, Hersham, by Walton Station steps**

I understand that SCC's Highways Department is aware that concerns have been expressed about the lack of a pavement for pedestrians at the bottom of the steps at Walton Station on the Mayfield Road, Hersham side, now that Network Rail have relocated the steps and provided a new ramp, accessible for disabled travellers. Can we please be advised whether the SCC Highways Department will be reviewing the state of the road and pavements here, and if so can a report on their conclusions be brought back to this Committee with their recommendations including what the timescale would be for the needed improvements?

Officer Response:

Elmbridge Borough Council (EBC) determines planning applications as the Planning Authority. Surrey County Council (SCC) as the Highway Authority is a consultee if works affect the public highway. Although the Planning Authority need to consider views and comments of consultees, they do not have to include these into any approvals granted by them.

Although EBC use the term SCC(Highways) in their reports, referring to comments on Planning applications that effect public highway, these are given by the Transportation Development Control Team, which form part of Transport for Surrey, and not Highways, although consultation does occur between the teams.

A Planning application was submitted by South West Trains Limited (SWT), Application No 2008/0798, and this was duly considered by the Borough Council. SCC did ask for an infrastructure contribution, and that informatives be attached to any permission granted.

The SWT application including the Design and Access Statement for the proposed access ramp/steps states.

Although the existing arrangement of traversing the car park for station access is no different, the proposed layout is to be clearly signed, and routes highlighted to ensure safety of passengers and car-users alike. The approach forecourt is also to incorporate bollards, tactile warning surfaces, notices and good lighting.

2008/0798
 The proposed development has no significant impact on either vehicular or pedestrian access to the adjoining properties and public highway.

The officer report to the Planning Committee, paragraph 7 & 8, states:

7. While noting the concern raised in representations the facilities will result in a considerable improvement to the public accessibility and issues of additional noise are unlikely to pervade residential amenity at the distances involved or become an issue against operational railway activity.
8. While noting the highway observations it is not proposed to impose a planning obligation. The access will be from the car parking area but will not result in the loss or reduction of the present parking arrangements, nor have any adverse impact on local infrastructure.

The application was duly approved on the 15th May 2008.

The highways view is that if these works were to be as originally intended, a means of improving access to the station for all users then, it does appear somewhat short sighted to have not included these additional measures into SWT's overall proposal, as some accommodation works to facilitate the construction of the ramp and steps, had already been carried out on public highway. Additionally had the requested infrastructure contribution from SCC been granted then, funds would have been directly available to address this shortfall.

Furthermore as you will no doubt be aware, the reduced budget allocation for Local Transportation Plan schemes (LTP) announced last year, together with the agreed 3 year list of prioritised projects means that there is little opportunity to include these works in the existing programme.

Obviously following representations from various parties to the Local Highways Manager on this issue, negotiations have been carried out with the Passenger Transport Group of SCC Transport for Surrey, and £3000 has been made available to make improvements to the current situation. It is anticipated that the works will be carried out once all necessary design, risk assessments, land ownership, and programming details have been addressed.

Question 2 – Mrs Hicks

Esher Bypass

Is it possible to look again at the configuration of the 'Esher Bypass' – a short stretch of road that is a dual carriageway leading to single line traffic movement. Is it possible to reduce the flow to single lane to enforce the traffic flow of speed to 40MPH?

Officer Response:

There are currently no plans for the A244 Esher Road, Hersham Bypass.

The road is 1.5Km long and based upon this length, together with the volume of traffic which uses this route on a regular basis, it does have a relatively low accident history, when compared with many other similar routes across Elmbridge and indeed the County. In the last 3 years there have been 6 personal injury collisions over its 1.5Km, one of which was the most recent fatality, which is currently being investigated by Thames Valley Police.

When this road was built in the 1960's, it was as the name suggests the Hersham Bypass and all bypasses are normally dual carriageways. The enforcement of speed limits is the responsibility of the Police as the enforcement authority, as driving in excess of the posted limit is a criminal offence. In 1986 the limit was reduced to 40mph however there were formal objections from Surrey Police to this order, categorically stating that 40mph was an inappropriate limit for the road and that they would not enforce this new limit if it were introduced.

At this time there had been numerous turning accidents into and out of both junctions of Riverside Road. The permanent closures of the gaps in the central reserve, which then followed, lead to an immediate removal of this type of accident.

There had been a cluster of accidents on the bends some 5 years ago, together with a vehicle crossing from one carriageway to the other. This again was successfully treated with the use of the two vehicle actuated signs, which are still in existence and remain highly effective, and an extension to the large central trief kerbing, to prevent crossover.

Any lane reduction from two to one would effectively double the queue lengths, which currently exist at peak times. This could also adversely influence the current accident rate by creating accidents along this and other routes as frustrated drivers take inappropriate risks and use alternative rat runs, at speed, in order to avoid the congestion. This would be wholly unacceptable as vehicles would be directly migrating from the more appropriate primary route network to less appropriate residential areas. From the Esher direction this could even lead to congestion back to the Esher Green junction which already has a high accident history.

Question 3 – Mrs Hicks**Lammas Lane & Albany Bridge**

Has there been any initial study regarding Lammas Lane and the traffic build up prior to the reduced traffic flow at Albany Bridge and when will it be considered as to whether or not to maintain the now temporary single traffic flow over Albany Bridge or reopen to dual traffic flow?

Officer Response:

There has not been a study regarding Lammas Lane regarding the traffic build up prior to the reduced traffic flow for the emergency bridge safety works.

At the Elmbridge Local Committee meeting in June 2008 it was reported that the current restrictions on the bridge would need to remain in place until strengthening or reconstruction of the bridge was carried out. Members asked for a report on the programme for carrying out the feasibility for this work and also if the general appearance of the area could be improved.

Since the last meeting of the Committee, further assessment work has found that the current barrier system can be positioned on the footways to protect the weak edges of the deck. It will also be necessary to protect the central areas of the deck. It is anticipated that this can be done by extending the trief kerb arrangement used on much of the remaining length of Esher Road over the bridge. With these provisions in place to protect the weak edges of the bridge it will be possible to fully open both carriageways for both motorists and cyclists.

A scheme is currently being prepared for commencement in early 2009 that will include the specialist inspection of the reinforcement, waterproofing, surfacing, parapet painting and relocation of the current barrier system. This refurbishment will bring the bridge into a condition that is expected to last for at least 10 years without further maintenance or traffic restriction. During this time an individual management plan will be put in place to monitor the condition of the bridge and studies will be carried out to determine the appropriate course of action for its long-term future.

The revision of the traffic management scheme will rely on the satisfactory outcome of the specialist inspection of the reinforcement. If there is found to be any serious deterioration then the assessment result may need to be revised. However, a similar investigation carried out ten years ago found negligible deterioration. The planned investigation will revisit some areas previously examined and also look at new areas. A sensitivity analysis (how much reinforcement would need to be missing to change the result) has been carried out as an addition to the strength assessment to enable us to judge the effect of any deterioration. It is not expected that there will be a need to revise the assessment result.

Question 4 – Councillor Fairbank**Long Ditton Trust Fund**

When Surrey County Council cancelled the agency arrangement for highways maintenance with Elmbridge Borough Council, SCC also took over the administration of the Long Ditton Trust Fund ('LDTF').

The LDTF was created in 1876 "For or towards the maintenance of the highways of Long Ditton".

Since taking over the administration of the LDTF:

- How much revenue has been received into LDTF and on what basis has this been calculated?
- How much is still available within the LDTF for Long Ditton highways projects.
- Since the Trust deed is specific as to the location of expenditure, on which projects in Long Ditton has SCC spent money to date.
- Would it be possible for local and County Councillors to be consulted before future expenditure from the fund is agreed?

Officers Response:

This is a complicated historical subject which officers in highways do not have details immediately to hand to enable a full response. The short timescales available from receiving this question, to the deadline for providing the answer for Committee, are insufficient to enable detailed consultation with various colleagues at County Hall.

To this end it is proposed that Highways coordinate answers for Councillor Fairbank from all the various sources and formally write to him. County Councillor Peter Hickman may also wish to be involved in this process.

Question 5 – Councillor Fairbank

Agenda Item 10 – Oatlands Avenue, Weybridge

What contribution to safety will the officers' proposal make and will it make it safe for a lollipop person to operate and what is the School's view on the proposed closure of the car park at times of arrival and departure and the resulting impact of the closure on parking in the locality?

Officers Response:

This question will be fully addressed under agenda item 10 of this meeting.

In summary however the consequences of encouraging vehicular traffic to have direct access to the school are listed in paragraph 2.7. Hence the contribution to road safety in closure of the gates will be the reduction if not total eradication of these consequences. The first bullet point of paragraph 2.7 clearly states that the removal of vehicles from this area creates a safe operation for the School crossing patrol. This is also echoed in paragraph 2.6, 3.5, 3.7, and the officer recommendations.

The school has not been formally consulted at this stage as they form an intrinsic part of this process and fully support highway safety outside the

school, so no doubt they would discontinue utilising a system of working which contributes directly to road safety problems on the public highway.

The resultant impact on parking are directly addressed in the report in paragraphs 3.6 and the officer recommendations. In summary the removal of commuter vehicles through the introduction of limited waiting restrictions, will accommodate parental parking at school times in carefully managed areas. This will of course require separate formal statutory consultation.