

**Minutes of the meeting of Surrey County Council's
Local Committee in Elmbridge held at
4.00pm on Monday 20 June 2011 (reconvened on 11 July 2011) at
Elmbridge Civic Centre, Esher, KT10 9SD**

Surrey County Council Members

** ** Mr Michael Bennison
** ** Mr Nigel Cooper
** ** Mrs Margaret Hicks (Chairman)
** ** Mr Ernest Mallett
* Mr Anthony Samuels
** ** Mr John Butcher
** ** Mr Peter Hickman
* Mr Ian Lake
** ** Mr Thomas Phelps-Penry

Elmbridge Borough Council Members

** ** Cllr Barry Fairbank
** ** Cllr Jan Fuller 20/06 - Substituted for by Cllr Ruth Mitchell
** ** Cllr Ramon Gray
** ** Cllr Stuart Hawkins
** ** Cllr Peter Harman 11/07 – Substituted for by Cllr Chris Sadler
** ** Cllr Alan Hopkins
** ** Cllr Dorothy Mitchell
** ** Cllr John O'Reilly
** ** Cllr Karen Randolph 20/06 - Substituted for by Cllr Chris Sadler

PART ONE

IN PUBLIC

18/11 APPOINTMENT OF CHAIRMAN AND VICE-CHAIRMAN [Item 1]

The Committee noted that Mr Michael Bennison would be Chairman for the ensuing year, and Mrs Margaret Hicks would be Vice-Chairman.

Mr Bennison praised Mrs Hicks for her work as Chairman for the previous year.

19/11 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 2]

Cllrs Jan Fuller and Karen Randolph have given their apologies for absence. Cllrs Ruth Mitchell and Chris Sadler will be substituting.

20/11 MINUTES OF PREVIOUS MEETING [Item 3]

The Minutes of the meeting held on 28 February 2011 were confirmed subject to the following amendments:

- Cllr John Bartlett was not at the meeting
- Ashley Road was in Walton on Thames not Weybridge
- Cllr Chris Sadler had attending the meeting and sat on the Committee

21/11 DECLARATIONS OF INTEREST [Item 4]

- Cllr Chris Sadler declared a personal and prejudicial interest in item 21 as he was on the board for the Walton Heritage.
- Cllr Peter Harman declared a personal and prejudicial interest in item 7 (petition 2) as he owned a property in this area.

22/11 CHAIRMAN'S ANNOUNCEMENTS [Item 5]

The Chairman thanked Mrs Margaret Hicks for her work as Chairman of the Local Committee in the previous year, and the progressive work that she had undertaken to develop the work of the Committee.

He thanked Delia Davies, the Local Support Assistant for Elmbridge for her hard work and dedicated to the role, and wished her well in her new role supporting the West team.

He also welcome Sandra Brown to the team as the Community Partnerships Team Leader for the East of the County (including Elmbridge).

23/11 APPOINTMENTS OF ELMBRIDGE BOROUGH COUNCIL CO-OPTED MEMBERS [Item 6]

The Committee noted that Elmbridge Borough Council had nominated the following nine Borough Councillors and six substitutes to serve on the Local Committee for the municipal year 2010-11. David McNulty, Chief Executive, had confirmed these appointments as follows:

Members of the Committee:

Councillors Barry Fairbank, Jan Fuller, Ramon Gray, Peter Harman, Stuart Hawkins, Alan Hopkins, Dorothy Mitchell, John O'Reilly and Karen Randolph.

Substitutes:

Councillors Elizabeth Cooper, Ruth Lyon, Miles Macleod, Ruth Mitchell, Chris Sadler, and James Vickers.

24/11 PETITIONS & LETTERS OF REPRESENTATION

Four petitions were submitted as follows (Two of the petitions were taken together as they are on the same topic).

Petition 1: Oxshott, Banning HGVs and Reducing Speed Limits

Mr Robert Rathbone spoke at the Committee on behalf of the residents of Oxshott (566 signatures). The noise disturbance was intolerable and was a health hazard. The recent diversions had increased residents' awareness of the issue. Two HGV vehicles could not pass each other on parts of the diversion route. He requested that the speed limit be changed to 20 mph through the village and the 30mph be extended to the Esher stretch of the A244. He stated that he had overwhelming support from the residents of the area.

Mr Matthew Scriven, NE Area Manager stated that Surrey County Council was liaising with Surrey Police about greater enforcement in the area, but that he could reply in full to the Committee in September.

Resolved: To receive a response to the letter of representation at the 19 September 2011 Committee meeting.

Petition 2: Weybridge Parking Proposals

David Ryland spoke at the Committee on behalf of the residents of Hillcrest, Weybridge (104 signatures). He stated that this was a large residential estate which did not include a through road. People didn't want to park there as it was too far from the town centre so the only people it was imposing on were the residents. The residents would have to park elsewhere and cause unnecessary displacement.

David Curl, Parking Projects Manager stated that the County Council was looking to include Hillcrest in the On-Street Parking Proposals but that there would be bays for residents and visitors. He confirmed that no restrictions would be introduced until after the September Committee meeting.

Resolved: To receive a response to the letter of representation at the 19 September 2011 Committee meeting.

Petition 3a: Street Lamp Replacement – Hillcrest Estate, Long Ditton

Mrs Chrstiner Pember spoke at the Committee on behalf of the residents of Hillcrest Estate, Long Ditton (143 signatures). She stated that the current lampposts had been in situ for 100 years and not deteriorated, the new lampposts would deteriorate quicker. The new

lampposts would be 55 watts whereas the previous ones were 35 watt lampposts and this would impact on residents as they were close to bedroom windows. She requested that the lampposts along Hillcrest, Long Ditton be replaced like for like, or if not, heritage lampposts.

Resolved: To receive a response to the letter of representation at the 19 September 2011 Committee meeting.

Petition 3b: Street Lamp Replacement – Long Ditton

Mrs ... spoke at the Committee on behalf of the residents of Rushett Close, Long Ditton (278 signatures across the area). She stated that the roads in this area were Edwardian and the lampposts were pretty and ascetic. There were young children and elderly residents who would not be used to the wattage of the proposed bulbs. She requested that there be a site visit with local members to view the situation so that the County Council could reconsider its position.

Resolved: To receive a response to the letter of representation at the 19 September 2011 Committee meeting.

25/11 PUBLIC QUESTIONS [Item 6]

There were five public questions received as set out in Annex A with the answers. **Supplementary question were asked and answered on these questions.**

26/11 MEMBER QUESTIONS [Item 7]

There were no Member questions received.

27/11 LOCAL COMMITTEE PROTOCOL [Item 10]

The Committee was asked to consider the local protocol for the ensuing year.

Michelle Collins, the Community Partnership and Committee Officer advised Members that as a Surrey County Council Committee, they were bound by the rules set out within the Council's Constitution unless amendments were made to a local protocol to increase opportunities for public engagement.

Mr Butcher proposed several amendments to the protocol which were agreed by the Committee. Those have been set out below. In addition, it was agreed that where a short response could be given to a petitioner or questioner on the day they presented their petition/question this would be encouraged, in the understanding that a full response would be given to the next meeting.

Rights of Way Items

- Paragraph 2 – to add at the end “in these roles”
- Paragraph 7 – to show that the order of residents registering to speak at the item, will be the first five for the application and first 5 against the application.

Resolved: That the Local Protocol as set out in the agenda report be agreed subject to the amendments above.

28/11 ON-STREET PARKING CHARGES: ELMBRIDGE [Item 11]

The Parking Projects Manager introduced the item stating that it had been brought to the Committee so that it could report to the Cabinet on its suggestions when the Environment and Infrastructure Select Committee reported back on the results of the Call-In on On-Street Parking Charges. However the report of the Select Committee was to suggest that the Cabinet delegated authority for the Local Committee for decision-making. The Cabinet was due to consider this on 21 June 2011.

Members questioned why there were no proposals for on-street parking charges in Tandridge and discussed whether it would be possible to have a 45 minute or 1 hour free period in each of the locations if at all in Elmbridge. Also Members questioned whether it would be possible to remove some locations at the current time, but to reconsider introducing on street pay and display when prosperity returned to local shopping parades. There were concerns raised regarding the possibility of this impacting negatively on shops within local villages and small towns.

Each Member raised concerns regarding individual parking charges in their divisions/wards. Cllr O'Reilly advised the Committee that it had recommended to the Cabinet that 30 minutes free parking would be adequate for the locations in Elmbridge, and that this was a resolution that the Elmbridge Borough Council had also suggested during the consultation.

Some Members agreed with the principle of removing Claygate and Hersham from the scheme based on economic viability. It was agreed that the Committee did not have the information available to make a decision on whether removing Claygate and Hersham from the scheme and introducing a 45-minute free parking would be viable. Therefore the Parking Projects Manager was tasked with returning to a reconvened meeting with this information.

The item was adjourned at this point to allow officers to consider the representations made at the meeting, and to provide Members with

costings as requested to the reconvened meeting. The following debate on Item 11 took place at the reconvened meeting on 11 July 2011.

The Parking Projects Manager introduced a tabled document setting out the financial information around the possible inclusion of a free first 45 minutes at each of the locations in comparison to the Cabinet suggestions and a free 30 minutes at all locations. (This information is attached at Annex B). He reminded Members that should there be any significant changes to that which was advertised, then this would need to be re-advertised.

Cllr D Mitchell suggested that the proposals for Claygate and Hersham be removed from the scheme and that two free 30 minute loading bays be introduced along Esher High Street. She stated that the Committee had been given the opportunity to consider what was best for Elmbridge residents within a framework of what was achievable within the county. This was the best compromise within that framework. Villages nearby, such as Cheam, thrived with on-street car parking as this improved the churn of visitors to those areas.

It was noted that Guildford Local Committee had proposed significant changes to the officer's recommendation and this had been called in whereas where Surrey Heath Local Committee made minor amendments this had not, so this was an opportunity for the Local Committee to succeed.

Some Members questioned the principle of applying a free 30 minutes in some locations and not others and it was suggested that this should be in place across all the proposed locations in Elmbridge. Another Member stated that this was a local tax on local shops and that the consistent message from commercial businesses was that this should not be introduced in town centres. In addition to this there were questions regarding the equality and diversity implications of this scheme.

Mr Lake directed Members to the criteria circulated by the Deputy Leader for decisions on this matter, and stated that in other shopping parades within the county a free 30 minutes was reasonable and had worked well.

Members discussed the financial viability of schemes within certain areas, and the rationale behind removing Claygate and Hersham from the proposals.

Cllr D Mitchell proposed that the proposals for Claygate and Hersham be removed from the scheme and that two free 30 minute loading bays be introduced along Esher High Street; this was seconded by Cllr O'Reilly and this was voted on to be taken as the substantive motion.

The following amendment was proposed by Mr Mallett, seconded by Mr Cooper, voted on and agreed by the Committee:

That the areas for which car parking charges proposed should have 30-minute free period and parking charges should not be introduced in Thames Ditton as was agreed by the Cabinet on 24 May 2011.

The following amendment was then proposed by Mr Butcher, seconded by Mr Cooper, voted on and agreed by the Committee:

Mill Road, Cobham which currently has free parking continues in that condition until a footpath is introduced in that section.

The Committee then discussed the proposal as amended, voted on and agreed that this was the resolution of the Committee.

Resolved: To agree to the recommendations set out within the Cabinet report of 24 May 2011, subject to the following amendments:

- That no parking charges be included for Claygate
- That no parking charges be included for Hersham
- Two thirty minute free loading bays being placed in Esher High Street
- Those areas for which car parking charges proposed should have 30 minute free period and parking charges should not be introduced in Thames Ditton as was agreed by the Cabinet on 24 May 2011, and
- Mill Road, Cobham which currently has free parking continues in that condition until a footpath is introduced in that section.

29/11 PARKING UPDATE [Item 12]

The Committee was updated with regard to developments concerning parking in Elmbridge, and to seek Committee approval for three new bus stop clearways.

Resolved That

- (i) The contents of the report in respect of the status of the 2010 and 2011 Parking Reviews and the outcomes of the reviews of the Tilt Road and Cobham controlled parking zones (CPZs) be noted;
- (ii) The installation of bus stop clearways in Molesey Road, Hersham (outside properties 56-60), in the High Street, Walton (outside the HSBC bank) and in Hersham Road, Walton opposite the junction with The Chestnuts be approved.

30/11 PETITION RESPONSE: THE CROSSROADS – THE WOODLANDS, WOODEND, GROVE WAY, ESHER [Item 13]

This was a response to a petition that was submitted to the Committee on 28 February 2011. The report set out to update the Members on the investigations relating to safety concerns raised by residents of The Woodlands, Woodend and Grove Way, Esher.

The North East Area Manager introduced the item stating that officers had agreed that the signage at the crossroads needed to be improved. With regards to the stop line, it was unlikely that this would be approved by the Department for Transport (DfT) as this did not fit within their criteria for this type of signage, however the County Council had committed to re-paint the lines around the junction to improve driver awareness of the correct procedures.

Cllr Harman questioned some of the facts within the report, and it was agreed that the report should have stated that HGVs used the road. He also agreed with the report stating that there hadn't been any casualties along the road, but stated that there had been house demolitions. He questioned whether this would have an impact on the conclusions within the report, especially as he did not consider this to be the rat run as stated in the report.

The North East Area Manager stated HGVs did use the road, but that there was a temporal weight restriction. Officers did consider this to be a rat run from Lammas Lane to the B3379. None of these would have altered the conclusions of the report.

Ernest Mallett argued that there needed to be sign on the junction indicating that Sandown Industrial Estate was along this route.

Cllr Peter Harman proposed and Ernest Mallett seconded a proposal for a site meeting with the residents before a report back to the next Local Committee with an update on the signage issue. The Committee voted on and approved this motion

Resolved: That the North East Area Manager, Cllr Harman meet with the residents in the area to discuss the issue, and the conclusions be reported back to the Local Committee at the next Local Committee.

31/11 LETTER OF REPRESENTATION RESPONSE: PAY AND DISPLAY ON-STREET PARKING CHARGES AROUND THE PARADE, CLAYGATE [Item 14]

This was a response to a petition that was submitted to the Committee on 28 February 2011. The report set out to update the Members on the investigations relating to issues raised by business representatives of the The Parade, Claygate.

The Committee agreed that discussions on this item had been superseded by item 11 on this agenda, and the comments would be taken into consideration when determining this item.

Resolved: That the report be noted.

32/11 SPEED LIMIT ASSESSMENT: STOKE ROAD, STOKE D'ABERNON [Item 15]

Mr Butcher questioned figures within the report as they were different to those set out in previous reports. In addition he argued that figures taken from 2007 were unsatisfactory. He referred to the minutes from the meeting in December 2009, which referred the issue back to the Highways Team for more information and questioned where this information was. He stated that previously he had asked for a 30mph section in the central section of this road but having spoken to the North East Area Team Manager he conceded that this was not practicable.

Members discussed the possibilities of reducing certain sections of the road to 30mph and the different methods for traffic management.

The North East Area Manager advised the Committee that should it suggest to reduce the speed limit of the road without proposing some traffic calming measures then this would not be enforceable and therefore unlikely to reduce the speeds of those who are currently driving over the speed limit and could cause more accidents due to driver expectations.

In addition the Members were advised that should they wish to put forward a resolution that was contrary to the officer's recommendation, then this issue would need to be referred to the Cabinet Member for Transport for decision.

John Butcher proposed, and Cllr Dorothy Mitchell seconded the proposal to reduce the speed limit along the Stoke Road, Stoke D'Abernon to 30mph between the present 30mph zone to a suitable point just east of the Chelsea Football Club training ground to be determined. This was agreed by the Committee.

Resolved: That the Cabinet Member for Transport be asked to agree that the speed limit along the Stoke Road, Stoke D'Abernon be reduced to 30mph between the present 30mph zone to a suitable point just east of the Chelsea Football Club training ground (to be determined).

33/11 REPRESENTATION ON OUTSIDE BODIES / TASK GROUPS [Item

20]

Members were asked to nominate representatives to sit on the Local Committee Parking and Youth Task Groups, and to nominate representatives to sit on the Elmbridge Community Partnership and the Business Network.

Resolved: That

- (i) Mrs Margaret Hicks be appointed to the Elmbridge Community Partnership for the 2011/12 year
- (ii) Mr Ernest Mallett be appointed to the Elmbridge Business Network for the 2011/12 year
- (iii) The Chairman, Vice-Chairman and Borough Portfolio Holder for Highways be appointed to the Elmbridge Parking Task Group and the terms of reference as set out in Annex A be adopted.
- (iv) Mrs Margaret Hicks, Mr Ernest Mallett and Mr Nigel Cooper be appointed to the Youth Task Group for Surrey County Council, Cllrs Ramon Gray, Peter Harman and be appointed for Elmbridge Borough Council, and the terms of reference as set out in Annex B be adopted amended to allow for six members.

34/11 ALLOCATING LOCAL COMMITTEE FUNDING – MEMBERS’ ALLOCATIONS AND COMMUNITY SAFETY FUNDING REPORT [Item 21]

The Committee considered a report on the criteria and guidance relating to Members’ Allocations, and funding proposals for approval. Members discussed the types of projects to which funding should be provided.

Resolved to:

- (i) Note the Criteria and Guidance Note for the use of Members’ Allocations as set out in Annex A and B.
- (ii) Note the allocations approved under delegated authority by the Area Director/Community Partnership Manager in consultation with the Chairman (paragraph 2.1–2.15).
- (iii) Note that £2,364 was granted to Oasis Childcare at the 28 February Local Committee from Mr Butcher’s allocation.
- (iv) Confirm the transfer of the funding returned in 2010/11 from the Highways Service of £4,835 to the Parking Projects Team to fund works agreed within the Elmbridge Parking Review in 2011.
- (v) Delegate to the Community Partnership Manager and Community Partnership Team Leader (East Surrey) the authority to approve budget applications (and refunds) up to and including £1000, subject to these being reported to the Committee at the following meeting.

- (vi) Agree that the community safety budget (£2500) delegated to the Local Committee be transferred to the Elmbridge Community Safety Partnership and that the Community Partnership Manager authorize its expenditure in accordance with the Local Committee's decision.
- (vii) Note that the budget of £12,000, which is ring-fenced for the use of the Community Safety Partnerships subject to domestic abuse outreach being provided, will be paid to the Surrey Community Safety Unit, which now manages and administers the funding to the domestic abuse outreach providers in Elmbridge.
- (viii) Consider an application for funding of £2,000 from Thames Ditton Infants School towards the School Eco Driver project from Mr Hickman's allocation.
- (ix) Consider an application for funding of £500 from the Boxing Inclusion Zone towards the purchase of female-specific boxing equipment from Mr Lake's allocation.
- (x) Consider an application for funding of £6,000 from East Molesey Cricket Club towards excavation of the ground and the installation of a new sewage treatment system. To be funded £3,500 from Mr Nigel Cooper's allocation and £2,500 from Mr Ernest Mallett's allocation.
- (xi) Consider an application for funding of £920 from Molesey Carnival Committee towards the Molesey Carnival to be funded £520 from Mr Cooper's allocation and £400 from Mr Mallett's allocation.
- (xii) Consider an application for funding of £500 from Elmbridge Community Link (ECL) towards art appreciation workshops for 25 adults with a Learning Difficulty to be funded from Mr Cooper's allocation.
- (xiii) Consider an application for funding of £744 from Walton Society Heritage Day Committee towards the Walton-on-Thames Heritage Day to be funded from Mr Tom Phelps-Penry's allocation.
- (xiv) Consider an application for funding of £1,420 from St Barnabas Group, East Molesey towards Duke of Edinburgh camping equipment and a secure garage lock to be funded £535 from Mr Ernest Mallett's. £535 from Mr Nigel Cooper's and £350 from Mr Phelp-Penry's allocation.
- (xv) Consider an application for funding of £500 from Fast & Loose Theatre Company towards costumes for 5 public performances of Romeo & Juliet to be funded from Mr Cooper's allocation.

- (xvi) Consider an application for funding of £4,000 from East Molesey Cricket Club towards excavation of the ground and the installation of a new sewage treatment system. To be funded from Capital, sponsored by Mr Mallett and Mr Cooper.

At this point, the meeting was adjourned until Monday 11th July 2011 at 4pm so that additional information could be costed to ensure that the Committee could make an informed decision on the On-Street Parking item. The items to be considered at this adjourned meeting would be items 11, 16, 17, 18 and 19.

35/11 HIGHWAYS SCHEMES 2011/12 [Item 16]

The Parking Projects Manager introduced the item stating that this was a report for information. However since the meeting had been adjourned, additional information had arisen that needed to be taken into consideration when debating this item.

The Community Partnership and Committee Officer reminded Members that at its meeting in February the Committee has delegated the decision on which schemes should be carried out in Elmbridge to the North East Area Manager, subject to consultation with the Chairman and Vice-Chairman and a discussion with the Committee at its informal briefing on 21 March 2011. This report had initially been to report back on the decisions made. However the North East Area Manager had received information that he wanted the Committee to provide guidance on. This information was set out in a tabled document (Annex C) regarding Mill Road, Cobham.

Members were pleased to see the proposal being made, and were very supportive of the schemes funding to be taken from the Carriageway and Maintenance funding. The reason for this was that it was a dangerous area for residents to cross the road and that there were no adequate footpaths in the area to accommodate for this. It was noted that there had been no costings completed for this scheme and that this would need to take place to determine whether this could be funded prior to works started.

It was highlighted to the Committee that this would mean that the two projects that would have been funding from this money would not take place should the Mill Road scheme be proposed. Mr Butcher stated that he understood this to be the case, but suggested that when the Cabinet Member for Transport considered the application for the reduction of speed limit along the Stoke Road, this funding would need to be found from a separate budget.

Resolved: That the Cobham pavement scheme identified within the tabled document be prioritised within the Highways budget for

determination by the Local Committee.

36/11 COMMUNITY PRIDE FUND [Item 17]

The Parking Projects Manager introduced this item explaining that this was a new scheme that all County Councillors could access. He advised the Committee that should Borough Councillors wish to access this funding that this needed to be fed through the County Councillor.

The Committee agreed that the funding should be devolved to spend individually, but that a report should be brought to the Committee at its February meeting to see what had been spent, and to make a decision as a Committee as to how to spend the shortfall.

Resolved: That

- (i) Funding is devolved to each County Councillor based on an equitable allocation of £5,000 per division
- (ii) Individual Members allocate their funding based on the principles detailed in Annex 1 of the Committee report
- (iii) That Members should contact the Area Maintenance Engineer to discuss any specific requirements and arrange for the work activities to be managed on their behalf.

37/11 COMMUNITY GANG MONITORING REPORT [Item 18]

The Committee were informed that this was a report so that it could have access to the list of works that the Community Gang had carried out in 2010/11.

Resolved: To note the report

38/11 COMMUNITY GANG MONITORING REPORT [Item 19]

Mrs Hicks, Chairman of the Local Committee in 2010/11 introduced the report stating that this showed the varied and good work of the Local Committee and the Partnerships Team in 2010/11.

Resolved: To note the report

**SCC LOCAL COMMITTEE IN ELMBRIDGE – 20 June 2011
AGENDA ITEM 6
PUBLIC QUESTIONS**

Question 1 : Robert Aldous – Parking along Basingfield Road

How have officers taken into account the overwhelmingly positive response to the proposed "no waiting area" in Basingfield Road from Basingfield Road residents as part of the wider consultation? Also can they detail how this response about the specific proposal relating to Basingfield Road and the areas immediately around Thames Ditton train station, has had an affect on their recommendation. It is felt that the introduction of a "no waiting area" in Basingfield Road has been long overdue and while many residents welcome this proposal as a step in the right direction, there is also a feeling in doesn't go far enough.

The Chairman will give the following response:

County Council Officers have reviewed all the comments received following the advertisement of new parking controls for Basingfield Road and the area immediately near the railway station. In line with the Council's Constitution, the comments and objections have been considered by the Parking Team Manager in consultation with the Chairman and Vice-Chairmen of the Local Committee and the relevant county councillor. Following this consideration, it has been decided to introduce the controls in Basingfield Road and the area near the station as advertised, with the exception of a short length of the double yellow lines in Weston Green Road.

The new controls were designed to alleviate problems that had been brought to the attention of the Parking Team. Should problems persist, there is no reason why the parking team could not look at Basingfield Road again in the future.

Question 2: David Parks – Claygate On Street Pay and Display

Given that Claygate has had on street controls which for over 10 years have worked well for the benefit of traders and shoppers alike, creating good 'churn', and the availability of nearby much cheaper/free off street parking, why does Surrey County Council continue to plan installation of on street charging in Claygate, which at best will generate marginal income, at worst a loss, and put at grave risk the future of a currently vibrant village centre?

The Chairman will give the following response:

The reasons for putting forward proposals to introduce On-Street Charging in Surrey are all well documented, in particular in the reports that went to Cabinet on 24 May 2011. However no final decisions on the detail of the proposals have been made yet, and indeed On-Street Charging in Elmbridge is included on the agenda at Item 11 for consideration by the Committee.

Question 3: Diane Pengilly – Parking, Hillbrow Road

The houses in Hillbrow Road are predominantly detached houses with sufficient room for one car outside their frontage but as with most homeowners there are two adults living in these family homes and often teenagers so there is a direct need to park at least 2 cars per house in our street in the evening and at weekends when Esher is quieter and the office workers go home. If we have further extensions of parking restrictions i.e. extended double yellow lines running across house frontages as is currently proposed this will force the residents to have to park in Sandown Park and cross the busy Portsmouth Road every time they can't park outside their homes.

Consequently our teenagers (especially our young girls) and the elderly and those with toddlers and babies:

- a) will have to risk one dodging traffic across the Portsmouth Road as the nearest traffic lights are a good distance from our road,
- b) move around the deserted Sandown Park Racecourse in the dark in winter when the light goes so early and
- c) when Sandown is busy which is increasingly often they won't be able to park anywhere at all.

In addition, cars have been parking dangerously on the corner meaning emergency vehicles and lorries can't get through but one tiny section of double yellow lines on that corner would suffice for vehicular safety access wouldn't it? Please could you re-consider this situation as our road is unique in that we have predominantly families with lots of cars who are happy to park at the ends of our roads along the stretches of curb which are currently available to park on. This protects everyone and provides a desperately needed service; please could you protect it for us?

The Chairman will give the following response:

When the proposals for Hillbrow Road were formally advertised, a number of responses were received asking for the length of the double yellow lines to be

reduced. These comments, along with all the others that were received, are currently being considered by the Parking Team Manager in consultation with the Chairman and Vice Chairmen of the Local Committee and the relevant County Councillor, in order to decide whether any changes should be made to the proposals. The observations in this question will be drawn to their attention so that they can be taken into consideration as well. The outcome of their deliberations will be available soon on the County Council's website (www.surreycc.gov.uk/parking/elmbridge).

Question 4: Dr Leary - Parking Review for Station Approach, Hinchley Wood

My parking request is on behalf of 3600 patients who attend the Lantern Surgery. Almost all of these people are local residents. I am a GP in Hinchley Wood, Esher, Surrey where I practice in partnership with Dr Susan Kearsley. Outside our small surgery parking is forbidden until after 9.30 am to (quite rightly) prevent commuters parking there rather than at the station car park. The area is very quiet with a small green square surrounded by small local shops and many residential flats for the elderly. Presently our older more disabled patients can find it very difficult to attend early appointments as they have to park some significant distance away to avoid the risk of a ticket. For some of these patients this distance is too great. Unfortunately many do not qualify for 'blue badges' but do still have difficulty attending surgery at this time. I would like to request that the present restriction be changed so that parking is allowed from 8.00am to 9.30am but for a maximum of 30 minutes. This would then mean patients could park, see their GP, return to their vehicle and then leave the area. Commuters would still be 'blocked' and as far as I can understand the issues, no-one would suffer. Manor Road North (adjacent to the shops) already has 30 minute parking all day but we only wish a change for 90 minutes. I do hope the Parking Committee can give this request sympathetic consideration and look forward to your feedback.

The Chairman will give the following response:

Requests for changes to parking controls are reviewed on a regular basis by the County Council's Parking Team. This entails officers visiting all the locations where requests have been made and assessing the importance and potential benefits of introducing any changes. The Parking Task Group discusses the outcome of these assessments and officers then present a report to this Committee with recommendations about what changes should be made. Given the number of requests that are received, it is only possible to implement a limited number of changes that are deemed to be the highest priority.

The site visits for the 2011 parking review are taking place during June and July. Station Approach in Hinchley Wood, and the request to install limited waiting bays near the surgery, was already on the list and is one of the locations that officers will be looking at. The report on the outcome of the review is scheduled to be presented to the Committee at its meeting in November.

Question 5: Martin Elbourne - Speed Limit Assessment, Stoke Road, Stoke D'Abernon

Following the submission of the Stoke Road, Stoke D'Abernon Speed Limit Assessment 20 June 2011, will the Committee now exercise their discretion, as allowed under the recently approved SCC Speed Limit Policy, and reduce the speed limit to 30 mph along the Stoke Road in order to reflect the safety concerns expressed by the local residents in their petition (signed by over 200 people) which was submitted in September 2009.

The Chairman will give the following response:

The results of the Stoke Road Assessment are included on the agenda at item 15 for consideration by the Committee. At this point there will be a full discussion of the issues and Members will have the opportunity to accept officer recommendations or resolve to follow a different course.

ANNEX B

Additional information for Elmbridge Local Committee 11th July 2011 Decision about on street parking charges

1. At the Elmbridge Local Committee meeting on the 20th June a number of suggestions were made to amend the proposals for on street parking charges that were originally advertised. Additional information is provided about these suggestions below.
2. The consultation response to the originally advertised parking charges is detailed in the report to Cabinet of 24 May.

Introduction

3. Most high streets in Elmbridge have a range of smaller shops. Many towns and shopping centres also tend to have a smaller supermarket in their centre. There are also a few larger out of town 'hypermarkets' in and around the Borough. The supermarkets generally have free parking, however this is usually limited to 2 or 3 hours and is enforced in most cases. The supermarkets located in town centres provide competition for some local shops but they can also help draw people into town as well. Customers often use the free parking available at the supermarket to make use of other nearby shops during their visit.
4. The smaller shops and businesses have been in competition with the supermarkets for a number of years and this has led to a change in the types of shop in a typical high street. In many cases high street shops have had to change to offer a service that may not be available from the local supermarket.

5. Many high street businesses such as newsagents or dry cleaners would only need a short visit by most customers whereas visitors to hairdressers, restaurants or interior designers would typically need a longer stay. It is difficult to accurately estimate how long a typical customer needs in a particular location and there are many variables involved. Generally larger shopping areas with a wider range of shops and would attract longer shopping stays by visitors.
6. As a rule where customers need to spend longer in a shop they are usually making a more significant purchase than say a shorter 'pop to the shops' type visit. In the former case the cost of parking is a minor consideration against a transaction that could cost tens to thousands of pounds. It is more important in these situation for businesses to have adequate parking available rather than how much it might cost (within reason)
7. In the 'pop to the shops' scenario, paying say 50p to park becomes a more significant consideration than for a more expensive purchase. Consequently the free initial parking period is aimed at smaller shopping centres and intended not to deter visitors or residents from using local shops. It should also provide 'churn' making it easier for them to find a space when they do visit.
8. There has been plenty of discussion as to how long a free initial period should be. In many locations an hour has been suggested, in others 20 minutes.
9. It has been estimated that a pay and display machine costs £2500 per year to maintain. This includes amongst other things cash collections, maintenance, replacement of ticket rolls and repayment of the capital investment.
10. Consequently there is a cost associated with installing and operating on street charges. A free parking period significantly reduces the income from parking charges making it more difficult to estimate whether there will be enough income to cover the maintenance costs.
11. Recommendations were made to the Cabinet on the 24th May to provide a free parking period in some locations and the Local Committee made additional suggestions at their meeting on the 20th June. These are summarised below.

Option 1 – Recommendations made to Cabinet on the 24th May. (Free 30 minutes in some locations).

12. The table below shows estimated income and costs with a free 30 minutes at some locations in Elmbridge (option 1). In other locations it was not felt necessary for an initial free 30 minutes for the reasons

provided below.

13. A free 30 minutes was not originally proposed for **East Molesey** (Hampton Court area). Currently the Controlled Parking Zone operates between 0800 and 0930. This means visitors and commuters can park all day after 0930, limiting access to spaces for shoppers, tourists and visitors.
14. It is proposed to extend the operational hours of the CPZ to 0800-1800, Mon-Sat with a 4 hour time limit. The longer 4 hour limit was requested by a local business during the consultation as there are no nearby car parks. A free 30 minutes was not considered necessary in this location as the range of shops and facilities typically warrant a longer stay and there were a relatively low number of objections to this proposal.
15. **Walton on Thames** is the largest shopping (town) centre in Elmbridge. There were relatively few objections to the original proposal to on street charges so it was not proposed to have an initial free 30 minutes. There is no free parking in the town other than in The Heart where the supermarket provides a refund of parking charges to customers.
16. The consultation process also highlighted concern from business at **The Halfway** about parking charges. This is a smaller shopping parade and is proposed for a free ½ hour.
17. Providing a free ½ hour at The Halfway and none in Walton centre helps offset the relative draw of these locations.
18. **Esher** straddles the busy A307. There is a Waitrose with free 2 hour parking at one end of the High Street and a number of car parks operated by Elmbridge BC that charge.
19. The retail offer in Esher consists of restaurants, interior designers, clothes shops and stock brokers, banks and a post office. It was not considered that the majority of these would benefit from an initial free 30 minute period.
20. The financial case for **Claygate and Hersham** is more tenuous. If parking charges were applied, both locations would be ideally suited to an initial free 30 minutes, however this reduces the income to the point where there is a risk that the maintenance of the pay and display machines may not be covered.
21. There is also free on street parking nearby in both locations, making it less likely that visitors will pay to stay beyond the initial free 30 minutes. There are also plans to redevelop some of the shops in Hersham.
22. Consequently the Committee may decide that because the case for these two locations is marginal, it may be better to not implement

parking charges at this time until it is clearer how on street charges are working elsewhere.

23. **Thames Ditton** is not proposed to go ahead as the cost of operating the pay and display machines would exceed the income with a free 30 minutes period.
24. Other locations were proposed for a free 30 minutes due to the presence of free on street parking nearby, local supermarkets and the scale of objection to the original proposals.

Option 2 - Provide an initial free 30 minutes in all locations

25. For estimating purposes it has been assumed that in many smaller shopping locations 80% of customers will take less than ½ an hour to do their shopping and will consequently not need to pay for parking. This leaves 20% who would pay say £1 or £2 to park for longer. In nearly all cases the town centre car parks also charge so it is likely that some drivers would choose to pay slightly more for the convenience of parking for longer on street. In these circumstances there would be enough income to operate the P&D machines in most situations.
26. The table below shows the financial implications of a free ½ hour in all locations in Elmbridge (except additional station parking near Walton Station)

Option 3 - Provide a free initial 45 minutes in all locations.

27. If the free period were extended to 45 minutes or an hour then the amount of income from parking charges would drop further. A free 45 minutes could reduce income by a further 50% over a free 30 minutes. (1 in 10 staying beyond the free period instead of 1 in 5).
28. The number of shoppers staying beyond 45 minutes could be 10% or lower. Estimated income across the Borough is shown in the table below and could reduce to around £150,000. There is a significant risk that there would not be enough income to operate the pay and display machines
29. Under current arrangements Elmbridge Borough Council would be liable for a deficit if the parking enforcement arrangements operated at a loss across the Borough. This includes the operation and maintenance of on street parking charges.
30. Consequently it is not recommended that a free 45 minutes is introduced due to the risk that the parking management operation in Elmbridge could operate with a deficit.

31. On balance it is felt that 30 minutes provides an adequate amount of time for most customers of local shopping centres to do their day to day shopping without deterring them from visiting their local shops.

What happens next ?

If the Committee agrees that an initial free parking period is required in some locations, this would be advertised and further consultation would take place. The response to the consultation will be brought back to the committee at a later date, preferably in September.

Table showing income and operational costs for on street charging in Elmbridge

Location	Estimated cost of installing on street charging equipment	Possible income from on-street parking charges per year Option 1 (Free 30 mins where marked with F30)	Possible income from on-street parking charges per year Option 2 (Free 30 mins everywhere)	Possible income from on-street parking charges per year Option 3 (free 45 mins everywhere)	Operating costs for pay and display machines per year
Claygate	£11,000	£11,600 (F30)	£11,600	£6,500	£7,500
Hersham	£8,000	£5,500 (F30)	£5,500	£2,750	£5,000
East Molesey	£22,000	£89,000	£45,000	£22,500	£15,000
Esher	£25,000	£61,000	£30,000	£15,000	£17,500
Walton-on-Thames (includes the Halfway)	£60,000	£110,000 (F30 at the Halfway)	£70,000	£50,000	£45,000
Weybridge	£42,000	£48,000 (F30)	£48,000	£24,000	£27,500
Cobham	£55,000	£62,000 (F30)	£55,000	£27,500	£35,000
Total	£223,000	£387,100	£265,100	£148,250	£152,500

Note: Figures in italics show locations where parking income could be less than the maintenance cost of the P&D machines

Item 15 – Highways Schemes
Tabled Document – 11th July 2011
Cobham Mill Rd - Proposed Footway

In 2009 the Elmbridge Local Committee approved an indicative programme that included a proposed footway adjacent to the River Mole.

In mid June 2011 because of impending enhancement works scheduled for September, Surrey County Council was approached by the Chairman of the Cobham Conservation and Heritage Trust asking for confirmation of when works on the footway would begin.

In order for schemes to be progressed through Local Committee budgets there is a need for yearly confirmation of the annual programme as funding can vary from year to year. As discussed in the Highways Update report, this year's programme was based on discussion at a workshop at the informal briefing at Molesey Youth Centre on 21st March 2011. The scheme was discussed at the workshop but at the time was not a priority to members and was therefore was not included in this year's programme.

The cost estimate provided on the indicative programme was £75,000, this figure was based on costs of similar schemes elsewhere costed during 2009. Currently no feasibility, design or costings have been undertaken specific to the proposed footway at this location.

Committee Members are asked to consider whether they wish to change the funding currently allocated to accommodate this scheme either in part or full.

It is recommended that if members wish to progress this, funding for the footway would be drawn from the following:

- Road Safety Measures £60 000 (currently unallocated)
- Carriageway Maintenance Schemes £15 000

Two potential schemes that would stand to miss out on funding from the road safety allocation are:

- Hard standing for speed enforcement in Oxshott: estimated cost £25 000
- Stoke Road speed limit extension: estimated cost £10 000

Both the above schemes require some further consideration. Evidence based need is to be provided for Oxshott speed enforcement, the Stoke Road speed limit extension requires consideration by Ian Lake as Cabinet Member before moving forward.

A reduction in the available Carriageway Maintenance budget, would impact on schemes previously proposed to be funded from the local allocation. We would have to rely more on County Wide budgets being available. This

will not be confirmed until the autumn 2011.

Work is already commencing on scheme preparation for those named in the Programme. A decision on whether to proceed with the Mill Rd scheme is needed urgently to be able officers to amend the Programme.

A D D E N D U M

**OFFICER REPORT TO LOCAL COMMITTEE
(ELMBRIDGE)**

**ALLOCATING LOCAL COMMITTEE FUNDING –
MEMBERS' ALLOCATION AND COMMUNITY SAFETY FUNDING REPORT
20 JUNE 2011**

OFFICER RECOMMENDATIONS

The Local Committee (Elmbridge) is asked to:

- (xvii) To consider an application for funding of £2,000 from Oatlands Infants School towards a Values Tree Sculpture to be funded from Mr Tony Samuels' allocation.

3.8 Oatlands Infants School, Weybridge – Values Tree Sculpture

£2,000 – Tony Samuels

This project will provide funding towards a Values Tree Sculpture at Oatlands Infants School. Children, parents and a local artist will work together to create a sculpture based on the school values in order to raise community awareness of values and the role they have in our lives.

Parents and children will learn new skills and parents will have the opportunity to discuss values with children. The sculpture will be a permanent visual reminder of values and skills.

This project resulted from a school development day, when the whole school community came together to plan and develop ways forward.

The total cost of the project is £5,000 and the rest of the funding has been obtained.