

**DRAFT MINUTES: of the meeting of the Surrey County Council Local
Committee held at 6.30pm on Monday December 5th 2011
at the RBC Council Chamber, Civic Centre, Addlestone.**

Surrey County Council Members

Mr Mel Few
Mr John Furey (apologies)
Miss Marisa Heath
Mrs Yvonna Lay (Vice Chairman)
Mr Chris Norman (Chairman)
Mrs Mary Angell

Runnymede Borough Council appointed members

Councillor P. Roberts (apologies)
Councillor A Alderson
Councillor T. Dicks
Councillor D. Cotty (apologies)
Councillor R. Edis
Councillor P. Tuley

PART ONE - IN PUBLIC

[All references to Items refer to the Agenda for the meeting]

51/11 APOLOGIES FOR ABSENCE [Item 1]

Apologies for absence were received from Mr John Furey, Councillor Patrick Roberts and Councillor Derek Cotty.

52/11 MINUTES OF THE LAST MEETING HELD ON OCTOBER 10th 2011 [Item 2]

The minutes were approved and signed.

53/11 DECLARATIONS OF INTEREST [Item 3]

None received.

54/11 WRITTEN MEMBERS' QUESTIONS [Item 4]

None received.

55/11 PETITIONS [Item 5]

None received.

56/11 WRITTEN PUBLIC QUESTIONS [Item 6]

One question had been received:

1. Question from Mr John Healy, a resident of Virginia Water and spokesman for the Stroude Road Accident Blackspot Campaign

“Will the Committee confirm that the following minimum campaign requirements have been recommended by the Highways Department, and confirm the earliest practicable implementation date?”

Road marking requirements:

1. “no overtaking” lines in the centre of the stretch of Stroude Road where three fatalities have occurred;
2. Prominent “Slow” markings on the approaches to the bend in this section of Stroude Road.

Signage:

1. Vehicle activated lit up signs which provide a sufficiently clear and graphic warning, e.g. Slow Down, with the added warning “Dangerous Bend”
2. Graphic posters with a hard hitting message, strategically located on the more distant approaches to this section of road – a typical suggestion has been made of a graphic image of a coffin, with a succinct message such as “Live and Let Live”, as used on the continent.

Lighting:

as proposed by BELRON including (it is understood) their offer to provide funding.”

The Chairman had given the following reply with advice from the Highways team:

“The Local Committee is aware that tragically there have been 3 fatal accidents in Stroude Road since 2005, and recognises that local residents feel strongly that further measures should be introduced to improve road safety. However, it also recognises the need to carefully examine relevant information and the potential effectiveness of any road safety measures considered for implementation.

Surrey County Council (SCC) has previously erected upgraded signs to give drivers improved warning of the series of bends near Great Fosters Hotel. These signs were placed on yellow backing boards to increase their conspicuousness.

Following the latest fatal accident, Stroude Road was considered by the Runnymede Road Safety Working Group. This working group consists of specialist road safety officers from both Surrey Police and SCC and seeks to identify and implement road safety improvements at locations with a history of personal injury accidents.

Following discussions at the meeting, the working group visited the site and identified the following measures for further consideration:

- a double white line system in the centre of the carriageway through the series of bends near the Great Fosters Hotel (including the bend where the recent fatal accidents occurred).

- “SLOW” markings on the carriageway (these would be located adjacent to either the VAS or existing yellow back signs to increase the overall impact by creating more of a “gateway” effect).
- vehicle activated signs on both approaches to the bend where the recent fatal accidents occurred. These would display a bend warning sign combined with the wording “SLOW DOWN” (legislation does not permit the use of the wording “Dangerous Bend” as suggested).

The above proposals are being actively considered and both SCC Officers and Surrey Police feel they could provide a general improvement to road safety. However, it must be emphasised that as there is no clear pattern to the fatalities, none of these proposals would be likely to have prevented these tragic accidents from occurring.

It must also be recognised that the Police investigation into the latest accident is still ongoing, and for this reason it would be inappropriate at this stage to pre-empt the findings or recommendations of this by determining which safety improvements may be appropriate.

Initially, cost estimates are being obtained for each of the proposed measures. Following the conclusion of the Police investigation, and having established costs, SCC Officers (in consultation with Surrey Police) will then assess whether all or some of the measures should be implemented. Although there is presently no budget allocated for these proposals, if it is decided to proceed with installing any of the measures, then Officers will work with the Local Committee to identify a source of funding.

In the meantime, Surrey Police’s Casualty Reduction Team has been carrying out speed enforcement and high visibility patrols in Stroude Road. The Local Committee understands that Inspector Nield from Surrey Police has provided residents with information about the number of Police interventions (stops, arrests etc) in Stroude Road.

Whilst it is noted that residents have also suggested erecting posters displaying “hard hitting” images, this is not a measure being considered. SCC has used road safety posters to target certain locations in Runnymede in the past (including the 30mph section of Stroude Road). However, posters have usually been erected for a limited period of time as part of a rolling programme at sites with a 30mph speed limit. For posters to be legible on higher speed roads they would have to be larger which creates practical difficulties. Furthermore, in some circumstances posters may actually cause a distraction to drivers and could undermine the effectiveness of essential road traffic signs.

Finally, Belron is keen for lamp columns to be installed in the section of Stroude Road between New Wickham Lane and Whitehall Lane (where currently there is no street lighting). This is to improve personal safety for members of staff wishing to walk between Egham Station and their premises. Subject to the cost of the scheme, Belron have indicated they would be willing to fund the installation of the new columns. SCC and their street lighting contractor, Skanska, are therefore working to provide a cost estimate.

At present there are no proposals to install additional lamp columns in the remainder of Stroude Road. However, all existing lamp columns in Stroude Road will either be replaced or refurbished as part of a 5-year countywide replacement programme.

I hope that the above information is helpful and reassures residents that their concerns are recognised and are being acted upon.

Mr Healy then asked a supplementary question:

Can the Committee confirm that the Virginia Water residential section of Stroude Road will also be assessed as a matter of priority and urgency, with respect to the residents' concerns at the high number of traffic incidents which continue to occur in this sector?

Response from Surrey Highways on behalf of Local Committee:

Thank you for attending the meeting of the Runnymede Local Committee on 5th December 2011 and for bringing your concerns about road safety in the 30mph section of Stroude Road to the attention of the Committee.

The County Council (working together with partners such as Surrey Police) uses a variety of education, enforcement and engineering measures to try and address local concerns about road safety and speeding traffic. The type of measures that are appropriate will vary depending on a number of factors (e.g. the extent of the problem, the nature of the site, availability of funding etc.).

In response to previous complaints from residents about speeding traffic in Stroude Road the following measures have been implemented:

- Three vehicle-activated signs (which display the "30" symbol when drivers approach at excessive speed) have been installed to influence driver behaviour and encourage better compliance with the speed limit.
- Stroude Road is one of the sites identified in the Runnymede Local Speed Management Plan. The objective of the speed management plan is to agree with the police (and to consult with the local committee) on which sites need most attention. Sometimes residents complain about speeds, but surveys of actual vehicle speeds show that the problem is not as bad as it is perceived. The aim of the plan is to therefore systematically collect speed data for every site where there are perceived speeding problems. This data is used to confirm the extent of the problem, and then for the police and the Surrey Safety Camera Partnerships to prioritise the allocation of resources to each site.

Stroude Road has been confirmed as a priority and has therefore been specifically targeted by Surrey Police. As a result, enforcement and high visibility patrols have been carried out on 22 occasions since the 25th May 2011.

- Surrey Police's Casualty Reduction Officer for Runnymede has previously worked with residents to set up a Community Speed Watch group as part of an initiative to enable volunteers to work within their community to raise awareness of the dangers of speeding and to help control the problem locally. The group

has not been active recently and therefore the Police are currently working with old and new members to bring their training up to date. Hopefully, this will then enable the group to be active on a regular basis. (If you have not done so already you may wish to become involved in the initiative and in helping to encourage a renewed enthusiasm with the group).

In addition, your Local County Councillor has asked Surrey County Council to consider installing further speed reducing measures. This has therefore been included on Runnymede's list of proposed integrated transport schemes. As such, it will be assessed against a number of criteria and ranked against the other schemes on the list. The results of this assessment will then be presented to the Local Committee to assist them in deciding which schemes should be included in the programme of works to be delivered during the 2012/13 financial year. Any schemes not prioritised for inclusion in the programme are still retained on the wider list of proposals since alternative sources of funding (e.g development related contributions for highway works) may become available.

The Local Committee hopes that the above information is helpful and reassures you that Surrey County Council and Surrey Police are working in partnership to address residents concerns and improve road safety in Stroude Road."

One of the local members Mrs Yvonna Lay stated that she supported installation of double white lines as a matter of urgency. Councillor Alderson queried whether the installation of additional lighting funded by Belron would cover the relevant approach to the accident site. Local member Mr Few suggested that repairs to cats eyes and potholes along this road would assist matters.

57/11 LOCAL PREVENTION FRAMEWORK: YOUTH SERVICES [Item 7]

Mr Anthony Durno presented the recommendations of the Youth Task Group to the committee. He outlined the seven strands of the Youth Transformation Project and progress to date on local implementation.

Members asked about the outcomes for the SOLD time allocation, the process for award of small grants, and the targeting of looked after children. Mr Durno said that it was difficult to measure prevention, but he would anticipate a reduction in the number of "looked after children" who became "NEET". He added that details of the bidding process for small grants would be released in 2012, and it was expected that the grants would be targeted towards organisations run by volunteers rather than paid staff. In reference to the Advisory group he noted that members had indicated informally that they would like to see one group to oversee the Runnymede area, and said that a detailed proposal would be brought to the Local Committee in February 2012.

RESOLVED (with one vote against)

a) that the local prevention framework priority for Runnymede is to prevent NEET and FTEs across the borough of Runnymede, and to assign the resource for prevention of young people becoming NEET or first time entrants to the youth justice system, in proportion to the current percentage of young people who are

NEET and/or first time entrants to the youth justice system. This is a ratio of 51:38 (numbers) or NEET 57% and youth justice entrants 43% (as a percentage) **(7.1)**;

b) That, in terms of geographical reach, the preferred option is a whole borough approach, but drawing the provider's attention to the particular areas of need in Englefield Green, Egham Hythe/Pooley Green, Chertsey and Addlestone **(7.2)**;

c) To note that the allocation of SOLD resources to young people will be delegated to officers in the Youth Support Service to arrange provision that addresses the identified risk factors and areas of geographical priority **(7.3)** ;

d) To note that the Runnymede Local Committee has a Small Grants allocation of £15,000 for the year commencing 1.4.12. This will be available to support small voluntary youth organisations with grants of £500 to £1,000 and exceptionally up to £5,000 **(7.4)**.

58/11 RUNNYMEDE SPEED LIMIT REVIEWS: [Item 8]

Mr Andrew Milne outlined the reasons for the recommendations in the report, which were supported by members.

RESOLVED

i) to note the results of the speed limit assessments undertaken;

ii) that, based on the evidence, the speed limits should be changed to meet the current policy at the following locations: a) A320 Staines Road, Chertsey; b) A308 The Causeway Staines;

iii) to authorise the advertisement of a notice in accordance with the Road Traffic Regulation Act 1984, the effects of which will be to implement the proposed speed limit changes and revoke any existing traffic orders necessary to implement the changes, and subject to no objections being upheld, the Order be made.

iv) to authorise delegation of authority to the Area Team Manager, in consultation with the chairman and vice-chairman of the Local Committee and the local Divisional Member, to resolve any objections received in connection with the proposals.

59/11 HIGHWAYS UPDATE REPORT [Item 9]

Mr Andrew Milne noted that members had been working with the maintenance engineer to allocate funding from the Community Pride budget effectively.

Members raised some concerns about the approximate nature of the timescales for delivery of various schemes and the length of time spent on design, and questioned the assertion that all the ITS projects would be delivered by year end (given the risk of inclement weather delaying the programme). Mr Milne advised that he could only pass on the assurances of colleagues within Surrey Highways.

It was agreed that the chairman would write to the Directorate Head Mr Trevor Pugh to convey the concerns about delivery of the Committee.

60/11 **MEMBER ALLOCATIONS FUNDING** [Item 10]

RESOLVED

- i) to agree the proposed expenditure (as described in paragraphs 2.2. to 2.11) from the Member Allocations Budget 2011-12;
- ii) to note the expenditure approved by the Community Partnership Team Manager and the West team leader under delegated powers since the last Committee, described at 3.0.

61/11 **FORWARD PLAN** [Item 11]

It was noted that the review of yellow lines in the borough would be considered by the joint member task group, followed by recommendations to the Local Committee. It was also noted that a date for the first informal meeting of 2012, to include consideration of resources available for the highways schemes, would be confirmed shortly.

RESOLVED

to agree the Forward Plan contained in the report.

62/11 **LOCAL UPDATES** [Item 12]

Noted.

[Meeting ended at 19.35 pm]

Chairman's signature _____