

SURREY COUNTY COUNCIL LOCAL COMMITTEE IN SPELTHORNE

Minutes of the meeting held on Monday 20th February 2006 at The Bishop Wand School Conference Centre, Laytons Lane, Sunbury on Thames

County Council Members:

**Mrs Denise Saliagopoulos (Chairman)*
Mr Victor Agarwal*
Mr Ian Beardsmore*
Mr Laurie Burrell*
Mrs Carol Coleman*
Mr Frank Davies*
Ms Denise Turner***

Borough Council Members:

**Councillor Gerry Ceaser*
Councillor Edward Culnane*
Councillor Gerald Forsbrey*
Councillor Denise Grant*
Councillor Jack Pinkerton*
Councillor Robin Sider*
Councillor George Trussler***

*** = present**

(All references to items refer to the Agenda for the meeting)

62/05 WELCOME TO SPELTHORNE BOROUGH COUNCIL MEMBERS AND APOLOGIES FOR ABSENCE

The Chairman welcomed the Spelthorne Borough Councillors to the Local Committee. No apologies for absence were received.

63/05 MINUTES (Item 2)

The Minutes of the meeting held on 12th December 2005 were confirmed as an accurate record and signed by the Chairman.

64/05 DECLARATIONS OF INTEREST (Item 3)

Councillor Grant and Councillor Trussler declared personal interests in respect of the question relating to Feltham Hill Road. Mrs Coleman declared a personal interest in respect of item 8 as her son was a member of Ashford Camera Club and Mr Davies declared a prejudicial interest in respect of recommendation 7 of item 8 and left the meeting during consideration of this recommendation.

65/05 PETITIONS (Item 4)

Two petitions were received; one from residents and parents of Shortwood Infant School requesting traffic calming measures on the 30mph section of the A30; and three from residents of Feltham Hill Road objecting to the proposed pedestrian crossing.

66/05 MEMBERS' QUESTION TIME (Item 5)

Mrs Saliagopoulos asked questions about section 106 monies; the tree maintenance programme and the use of the Staines Youth Café. Mr Pinkerton asked a question about parking in Elizabethan Close/Elizabethan Way, Stanwell. Mrs Coleman asked a question about a feasibility study for a pedestrian footbridge across the railway line in Clockhouse Lane. The answers are appended to the annex to the minutes.

67/05 PUBLIC QUESTION TIME (ITEM 6)

Mr Carruthers asked a question about the Council's Business Delivery Review; Mrs Christopher asked a question about the future provision of services for users of the Ashford Youth Club; Mr Gardiner asked a question about the proposals to close youth centres in Staines, Ashford and Sunbury; Mr Rushbrook asked a question about the likely traffic impact of the opening of the Kempton Park Racecourse"; Caroline Hunter asked a question about the proposed youth club closures and what needs assessment had been undertaken for surrey; Mrs Hogan asked a question about the proposed pedestrian crossing in Feltham Hill Road; and Mr. White asked a question about the footpath on the North side of Church Road, Shepperton. The answers are appended to the annex to the minutes.

68/05 LOCAL COMMITTEE FORWARD (ITEM 7)

It was noted that there would be a report on the Local Allocation for the 20th March meeting and that the reports on the TP26 Sunbury Consultation Feedback and Forward Programme and Staines Town Centre – Paramics would be reported to a meeting in the next Municipal year.

Resolved:

To note the forward programme as amended.

69/05 MEMBERS' FUNDS (ITEM 8)

It was noted that the self reliance monies awarded for Stanwell would be available from the financial year 2006/07. Recommendations 5 and 8 were therefore withdrawn on the basis that those proposals would be eligible to bid for self reliance funding.

Resolved:

1. Recommendation 1 be noted.

2. An increased contribution of £600 be made to Community Speedwatch for equipment to be funded from Mr Davies' allocation.
3. £1472 be awarded to the Family Links Service towards parent group leaders, children's books and training materials for their work being undertaken in Stanwell Fields School and Bucklands School.
4. No contribution be made to Shopmobility but efforts be made to assist them to find alternative sources of funding.
5. £3,000 contribution be made to the 8th Ashford Scout Group towards the costs of cold weather tents.
6. £750 contribution be made to Crest Cancer Information and support Centre towards the costs of printing information packs and newsletters.
7. £462 be used for a newspaper advertisement for the Local Committee meeting on 20th March.
8. The total cost of recommendations 3,5,6 and 7 of £5684 be met from the remaining Members funds.
9. To note that the £800 previously awarded to Ashford Camera Club for a digital projector and laptop computer would be spent only on a digital projector and that the Club would raise funds separately to purchase a laptop computer.

70/05

REVIEW OF REQUESTS FOR AMENDMENTS TO WAITING RESTRICTIONS (ITEM 9)

Resolved:

1. The prioritised list of requests for amendments to waiting restrictions as approved by the Decriminalised Parking Enforcement Task Group be advertised by public notice.
2. Subject to no objection being received the restrictions be implemented.
3. If an objection was received before the end of the objection period it be determined by the Local Transportation Manager in consultation with the Chairman, the Local Electoral Division Member and the Leader of the Borough Council.
4. The implementation of the amendments be funded from the Local Allocation 2006/2007.

71/05

CHERTSEY BRIDGE TO FERRY LANE, SHEPPERTON PHASES 2 AND 3 (ITEM 10)

Resolved:

1. The cycle route shown at Annex A be approved for construction.
2. The works be funded from the Local Transport Plan budget over two years at a cost of approximately £110,000 for 2006/07 and £120,000 for 2007/8.

72/05 MANOR LANE, SUNBURY (ITEM 11)

Resolved:

- 1. The residents of Manor Lane, between its junctions with Green Street and The Avenue, and local schools be consulted on proposals to introduce one pedestrian refuge, two traffic islands, traffic calming and a 20mph zone to this length of Manor Lane.

73/05 DATE OF NEXT MEETING (ITEM 12)

20th March 2006 at 7.00pm at Staines Methodist Church, Thames Street, Staines

The meeting which commenced at 7pm ended at 8.20pm

Chairman.....

**Annex to the Minutes of the SCC Local Committee in
Spelthorne held on 20th February 2006**

AGENDA ITEM 5

QUESTIONS FROM MEMBERS

Mrs Saliagopoulos asked the following question:

"Could I please have a note of the up-to-date position with regard to the s106 monies currently available in Spelthorne?"

I believe this Committee would find it helpful to know details of each Agreement, together with any deadlines and suggested schemes. Thank you very much for your assistance with this."

The Local Transportation Manager gave the following reply:

In April 2005 the situation regarding the S106 funding was reported to this Committee. Annex A of that report has been updated and is set out below:

**Spelthorne LTS S106 Agreements
Scopes of works summary**

Below is a summary of the scope of works under the existing S106 agreements, which are grouped into relative areas.

Public Transport Initiatives

Old Police Station, London Road, Staines	£147,000	For provision of public transport and cycle and pedestrian improvements.	No time limit
Tillys Lane (ABC Cinema), Staines	£184,527	For transport initiatives in Staines Town Centre (SVD) or non-car use initiatives.	Time limit 12-04-06
Centurion House, London Road, Staines	£64,000	For alternative transport initiatives in area of development.	No time limit
£395,527			

Scheme Specific

Former ABC Cinema,	£91,200 (Partially	Close central gap and extend guard railing.	Time limit in 2008
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Clarence Street, Staines	complete)		
Tillys Lane (ABC Cinema)	£50,000 (In construction)	Church Street improvements.	Time limit 12-04-06
London Irish, The Avenue, Sunbury	£30,000 (Under review)	Traffic calming and 2 pedestrian islands in The Avenue.	No time limit
Former Council Depot, Commercial Road, Staines	£90,000 (Almost complete)	Improvement to Commercial Road \ Laleham Road junction.	No time limit
Staines Town FC, Wheatsheaf Lane, Staines	£17,000 (Completion programmed Spring 2006)	Traffic calming measures within vicinity of club.	No time limit
£278,200			

Commutated sums

BP Sunbury, Chertsey Road, Ashford	£40,000	Maintenance of block pavements.	No time limit
£40,000			

Other works

BP Sunbury, Chertsey Road, Ashford	£50,000	For a controlled parking zone only.	No time limit
Unit S1 Waitrose Two Rivers, Mustard Mill Road, Staines	£134,000 (In design)	VMS signing around Staines.	Time limit 16-07-06
Unit S1 Waitrose Two Rivers, Mustard Mill Road, Staines	£25,000	Routel (kiosk at Staines Bus Station).	Time limit 16-07-06
Unit S1 Waitrose Two Rivers, Mustard Mill Road, Staines	£11,000 (Complete)	Signage within Staines town centre.	Time limit 16-07-06
£220,000			

Grand total of S106 monies = £933,727

Mrs Saliagopoulos asked the following question:

"I would like to know the up-to-date position with regard to the tree maintenance programme currently running for Spelthorne. How is the maintenance programme moving forward in comparison to last year?"

The Local Transportation Manager gave the following reply:

"The initial budget for tree maintenance was the same for 2004/5 and 2005/6 but the additional £20,000 allocation from Members' Funds has substantially reduced the backlog of works to be carried out. A direct comparison with last year is difficult as the priority list of tree maintenance works was not then in place."

Mrs Saliagopoulos asked the following question:

"May I have some up-to-date figures with regard to attendance at the Staines Youth Cafe (Coffee Republic)? As you know this Committee very kindly agreed to inject more funds into this hugely popular Friday evening venue for young people. I am very pleased to learn that children from the whole of Spelthorne use this facility and I think it would be helpful to know the attendance figures since the re-opening in September. Can the Youth Development Officer also confirm that flyers advertising the above venue are still being delivered into Spelthorne Schools?"

The Youth Development Service gave the following reply:

"5,000 flyers have been distributed throughout the community. Over a period of thirteen weeks an average of 104 young people used the Café each week. This facility has been very popular and successful"

Councillor Pinkerton asked the following question:

"Elizabethan Close/Elizabethan Way Stanwell

On 27th November 2003 I wrote to the Chairman of the SCC Local Committee asking the following questions and to date I have not received a reply;

'Your statement in paragraph 2 as you well know is incorrect. The triangle of grass concept was offered by your own Local Transport and was never advocated by local residents and even after promising me when I visited County Hall to listen to the people of Stanwell you did not.

The Residents petition stated:

" We the undersigned, as residents of Elizabethan Way and Elizabethan Close, Stanwell, feel that something needs to be done to resolve the parking problems apparent in Elizabethan Way as currently the road is impassable for vehicles, such as ambulances, fire engines and refuse collection vehicles."

There was a covering letter stated “ We would like to see (perhaps) the grassed areas of Elizabethan Way and Close removed and pathways put in so residents have more parking spaces and wider roads”.
I spelt it out in detail in my speech at the meeting.
I would be grateful if you would let me know the current position of the project as no action has been taken.”

The Local Transportation Manager gave the following reply:

“On 15 September 2003 the Local Committee considered a proposal to provide off street parking bays along the western side of the bend in the road enabled by a grass verge in that vicinity. The bay would not have provided any additional parking space but would have eased the passage of larger vehicles around the bend. The estimated cost to provide the bay was £22,500 and the committee was asked to either agree to the scheme or that no further action should be taken.

The Committee resolved that no further action should be taken at that time, so the proposal was not progressed.”

Mrs Coleman asked the following question:

“At the 10th October 2005 meeting of the Local Committee, it was agreed to spend £5,000 on a feasibility of providing a pedestrian footbridge across the railway line in Clockhouse Lane. I have a message from the principle engineer of Spelthorne Local Transportation Service dated 10th October also, referring to a meeting between London Borough of Hounslow and Surrey County Council in early October, which states that (5) "The use of alternatives to a bridge had been discussed, such as traffic lights (with a pedestrian phase), but it was explained that SCC had undertaken a feasibility on this and it was found to be unworkable given the current traffic flows." and (1) "SCC would request its structures team to put together a rough estimate for the project." and "this action requests funding for staff time which is being requested from the local allocation at the October 05 Committee."
I have since been told that the allocation in October was spent on a traffic light feasibility.

Could the Spelthorne Local Transportation Service please clarify what the £5,000 allocated in October was actually spent on, as the feasibility for traffic lights had already taken place, and could we please have the results of what it was requested for, which was an estimate from the structures team?
As this is a very important issue for many residents in Ashford, could we please have an update on the progress being made with regards to the need for a footbridge over the railway in Clockhouse Lane, and the other issue of the need for a two way lorry ban in Clockhouse Lane?”

The Local Transportation Manager gave the following reply:

"Using funds made available in 2004/05 a feasibility study was undertaken to determine whether traffic signals would be a viable alternative to the provision of a cycle/footbridge on Clockhouse Lane.

This year £5,000 was allocated from the Local Allocation for SCC's Structures Group to provide an estimate for the project. However, it became apparent that the London Borough of Hounslow were working on a very similar project already and as a partner on this proposal would be able to supply the required figures. £4,300 of the allocation is currently unspent.

We are continuing the dialogue with L B Hounslow and at a meeting held on 14 February officers and Mrs Coleman agreed to jointly seek a meeting with Network Rail to ascertain their views on the matter. A date is yet to be arranged but it is targeted to be early March.

With regard to the weight limit along Clockhouse Lane it is understood that L B Hounslow's Traffic Section is to undertake a study of HGV movements around this area including to and from the airport. The officer proposing the study was unavailable prior to this meeting and details were unavailable. However, I hope to make contact later this week to ascertain the current position."

AGENDA ITEM 6

QUESTIONS FROM THE PUBLIC

Mr Carruthers asked the following question:

"One hears that the County Council is financially really up against it this year, and looking for a £50million a year cost reduction. According to the Press it needs a 742 reduction in staffing, and because of this some employees have already been served vulnerability notices until full details of Council intentions are worked out. This has resulted in a serious loss in staff morale.

Most if not all Councillors are in gainful employment, receiving a pension, on the Police Authority, also receiving benefit from a Borough Council as a double Councillor, whilst some take their job lightly not attending meetings.

County Councillors are leaders of this Authority and should be seen to lead from the front, so should they not set an example in cost reduction by cutting their own not inconsiderable annual Council earnings by 10%, say £1,000 each? At least they could walk tall.

In addition it is noted that all County officers that park at County Hall now have to pay parking charges. Councillors should do the same. This would be in line with County Transportation Policy to promote public transport, that has been approved by the Councillors to apply to everyone else."

The Area Director gave the following answer:

The County Council's Business Delivery review ('BDR) has four objectives :

- To identify £50 million savings net for restructuring costs for delivery in the 2006/07 financial year
- Improve front line services and work towards achievement of excellence in the eyes of the public, partners and to gain CPA Excellence in 2007.
- Minimise council tax increases to single figures over the life of the existing Council
- To establish a 'fit for purpose' organisational structure

The process has been rigorous and aided by external consultants (RSM Robson Rhodes Consultancy) working alongside SCC staff. The Council is now in consultation with unions and staff representatives about the BDR proposals. The proposals include a recommendation for an overall reduction of 661 jobs, the gross figure is a reduction of 784 jobs but 123 new jobs are planned, mainly in front-line social care. The proposed redundancies are subject to the consultation with unions. This is a worrying time for many staff. However, staff have continued to work with a huge degree of professionalism recognising that a fit for purpose organisation is essential for improving and maintaining services. Staff have not been issued with formal vulnerability notices and I do not recognise the loss of morale to which Mr Carruthers refers.

The suggestions about Members Allowances and car parking have been noted - although there has been no change in the recompensing of officers for expenditure incurred in attending meetings at County Hall, or any other location. Whilst the symbolism that Mr Carruthers suggests would be attractive to some, the key issue for all Members is about leadership through a difficult time, and ensuring that the views of their constituents are clearly articulated."

The Local Transportation Manager added:

"Some County Officers have the option to pay for a permit to park in the central courtyard of County Hall but there is currently no charge for staff to park at the Bittoms Car Park on floors 7 and above."

Mrs B Christopher, Chairperson Spelthorne Asperger Support Group asked the following question:

"As a parent of two teenage special needs boys, I am concerned to hear that the youth club in Kenilworth Road Ashford is to close. Both my sons attend the Enterprise Club on a Friday night. It is a wonderful place for them to go and meet with others like them in a safe a happy environment. They both attend a special school 15 miles away so it is a great place for them to socially interact with local boys. My question to the Local Committee is Why?

It has only been going a short while and there was a fight to get it going. There is nothing locally for our boys to attend! Where else can they go?"

The Youth Development Service gave the following reply:

"The Enterprise Club will not be closing it will just take place in a different venue. The session will continue to take place on a Friday at the same time as well. It is important to note that the youth service provision in the Borough will not be diminished due to BDR it will mean however, that some sessions and projects will take place in alternative appropriate venues. I cannot comment on which projects will be taking place where until the BDR process has been completed."

Mr Keith Gardiner will ask the following question:

"My local newspaper recently reported that two youth centres in Staines, one in Ashford and one in Sunbury will all close. They also reported that a single replacement would be built somewhere in the general catchment area.

Like most parts of the UK, we suffer with groups of bored youngsters hanging around in intimidating groups with nothing constructive to do and with no legal means of letting off steam.

It is important to recognise that most youngsters wish to be occupied, not bored, and to express themselves in a positive way. However, with "nothing to do", the mischievous form into gangs and follow the ring-leaders in causing trouble whilst the sensible ones find themselves bored at home with their parents. Neither of these situations helps our youngsters to develop.

In the light of these facts, my question is

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How does the Council plan to provide accessible facilities for local young people in their home towns (so they do not have to travel on their own late at night), given that these vital facilities are being shut down? I am particularly interested in activities after dark, as that is the time of day when the minority who wish to cause trouble are roaming our streets".

The Youth Development Service gave the following reply:

"The closure of the Youth Centres relates to the savings Surrey County Council has decided it needs to make. It has also been recognised that more and more youth work now takes place outside of Youth Centres. However, although some youth centres will close its important to point out that the level of youth provision will remain the same and be as affordable as it has always been. To maintain the level of provision we will be utilising fully our remaining centres, something we have never been able to do in the past due to budgetary constraints, and using alternative premises to continue to deliver a

needs led borough wide provision. Examples of alternative premises are Sunbury Fire Station, Coffee Republic Cafe, London Irish Rugby Club and Diesel Bar.”

Mr Rushbrook asked the following question:

“In March 2006, Kempton Park Racecourse opens the 'Premier All Weather Racecourse in Europe'.

Despite fears from local residents that this would have serious impact on traffic and pollution at the Sunbury Cross junction and environs, planning permission was granted to increase the number of meetings nearly fourfold, from 33 to 110 meetings a year.

In support of their planning application Kempton Park informed the Planners that they and their traffic consultants had the complete answer to the feared traffic problems at Sunbury Cross.

Surrey County Council and the Highways Agency apparently accepted this and offered no objections.

We local residents still remain fearful of severe traffic congestion and pollution at the critical Sunbury Cross junction during racedays.

QUESTION :

Can we be assured that the Surrey County Council and other relevant authorities will carefully monitor this situation when the Course opens and that all necessary steps taken to deal with the situation should the feared congestion and pollution occur?”

The Local Transportation Manager gave the following answer:

“SCC cannot guarantee that the Kempton Park all-weather track development will never contribute to congestion or air pollution problems on the roads around Sunbury. External factors beyond SCC's or Kempton Park's control may produce conditions on the local roads that lead to the feared highway conditions on racedays. It is not anticipated that such highway conditions will often coincide with racedays. However they occasionally could and consequently SCC cannot give a categorical guarantee.

Within the constraints of the planning system, it is not possible to revisit the transport aspects of the all-weather track development following the grant of a planning permission. Consequently there are definite limits to the steps that SCC could take should the all-weather track on occasion contribute to congestion or air pollution problems.

What SCC can do is to use its best endeavours to ensure that Kempton Park meets its planning obligations that concern transport matters, both before the all-weather track opens and then afterwards. The following gives a short

summary of the main elements of Kempton Park's planning obligations on transport matters.

- Highway improvements to promote road safety and manage traffic flow mainly on the A308 Staines Road East and at the Sunbury Cross roundabout (currently under construction).
- Managing site travel demand through a site development travel plan.
- Promoting non-car travel by opening Kempton Park railway station as a regular service public station, and via the above travel plan.
- Managing parking both on-site and off-site on nearby roads.

If Kempton Park do not meet their planning obligations on transport matters, in conjunction with Spelthorne Borough Council as the local planning authority, SCC will use best endeavours to make them meet their obligations."

Caroline Hunter asked the following question:

"My questions are on the subject of SURREY'S PROPOSED YOUTH CLUB CLOSURES.

Why, when the recent NEEDS ASSESSMENT exercise was done for Surrey, and the findings were that "one of the three most commonly cited needs was for more facilities for young people", has Surrey decided to cut 15 of its Youth Centres?

Why are 4 of them in Spelthorne, when again we have the highest % of children living in income deprived families, who rely on affordable, local facilities?

What specific provision has been made for the Special Needs Group that runs out of Ashford Youth Centre?"

The Youth Development Service gave the following answer:

"With regards to the Enterprise Club. There is no intention to close this project, it will just be relocated to a different venue but it continue to run on a Friday night."

Mrs Hogan asked the following question:

"I represent the residents of Feltham Hill Road who were only notified about the proposed crossing at the junction of Park Road and Feltham Hill Road the week before Christmas and who have all responded by objecting in writing or by writing explaining how only 4 - 6 family groups cross at this point recently witnessed by the Chairman and the Local Transportation Manager. Our objections covered permanent noise; flashing lights within a few feet of houses; restricted access to properties but mainly on the grounds of community safety and extremely low usage. We also included specific questions and suggestions about locations for a crossing that would benefit the whole community including children attending the three different schools, people visiting the local GP, local shops and the elderly collecting their

pensions at the Post Office. Alternatively a crossing nearer St Michael's School where 3 accidents have happened would be beneficial.

Finally in February we received notification that work was going ahead even though none of our correspondence had been answered. The letter stated that the crossing was based on a petition signed by 71 people requesting crossings at three different locations coming from Echelford School. One of these was somewhere on Feltham Hill Road. Also quoted was the Safe Routes to School survey which upon reading only had eight comments from pedestrians about Feltham Hill Road, six of which mentioned heavy or fast traffic and only suggested a crossing but without a specific location. These statistics have been repeated to us in subsequent correspondence yet our questions regarding their validity and our initial questions on safety issues still remain unanswered. We had presented to the department a petition, which was gathered in 24 hours, signed by 29 adults objecting to the crossing and a further 53 adults objecting to the relocation of the bus stop, making a total 81 objections in all. Many of these are from elderly people living locally who would suffer greatly from the relocation of the bus stop and even a parent who parks in Southfield Avenue and crosses to walk to Echelford School has objected. All this at a time when services for the elderly are being cut back drastically in this area.

Having been informed that the department has decided to go ahead only days after reassuring residents that all suggested and discussed alternatives would be fully evaluated, having seen for themselves the local situation and extremely low volume of people crossing we are asking why this project is going ahead based on unsound statistics, objected to by more people than would use it or had petitioned for a crossing? Please would you tell us why the other options such as traffic calming, variable speed cameras, road islands, weight restrictions have not been deemed to be viable alternatives to a pedestrian crossing? Suitable and viable alternatives that would satisfy and benefit the community as a whole from parents with children, to the elderly trying to reply on public transport and residents able to sleep at night have been totally ignored. Would you therefore please cancel this project immediately and listen to the majority of people?"

The Local Transportation Manager gave the following reply:

"The responses to the Safe Routes to Schools Questionnaires set out the hazards, both real and perceived, that were encountered on journeys to and from schools in 2003. Measures to reduce the impact of those hazards are investigated to assess whether a scheme should be introduced to minimise the hazard and to support the objectives of the Local Transport Plan, which includes walking to school. The proposal to provide a zebra crossing was considered on this basis.

The decision to provide the crossing was not based on the petition that was presented to the December meeting of this Committee. Members will know by the Local Transport Plan Forward Programme that is reported annually to

this Committee that it would take much longer to programme these works. A pedestrian crossing in the vicinity of St Michael's School will be considered within the proposal to traffic calm the length of Feltham Hill Road between its junctions with Convent Road and Church Road, which is currently programmed for 2008 / 09.

It is SCC policy to respond to correspondence within 5 days where possible and otherwise to inform residents they will receive a response within 20 working days. I apologise for the delay in responding to residents' letters. Unfortunately there was an overlap in responses from the Local Transportation Service and the letter that residents received from our partnering constructor.

There is no dispute on the levels of pedestrians crossing Feltham Hill Road. Those counted by residents are comparable to those counted by officers. On 18 May 2005, 68 people were recorded crossing between 08.00 and 09.30 and 44 crossed between 14.00 and 16.30. On 23 January 2006 53 people crossed the road between 14.00 and 16.00 and on 24 January 2006 31 pedestrians crossed between 08.00 and 09.30.

In response to the letters of objection to the zebra crossing that had been received by the Local Transportation Service, a meeting was held between Councillor Denise Saliagopoulos, residents and myself. It was agreed that the need for a zebra crossing would be reviewed, and indeed it was.

Other measures that have been considered are set out below

A proposal to traffic calm the length of Feltham Hill Road between its junctions with School Road and Hogarth Road is included on the Local Transport Plan Forward Programme, and is currently scheduled to be introduced during 2008 / 2009, also in response to the Safe Routes to Schools questionnaires.

A vehicle activated sign to alert drivers when their speed exceeds the speed limit would reduce the speed of some drivers along this road, but would be unlikely to encourage walking.

Feltham Hill Road is not wide enough to install a pedestrian refuge without considerable associated road widening. Due to the straight road alignment, widening would need to be carried out to both sides of the road which would be likely to need underground services to be relocated and so be very costly. A weight restriction would not specifically address the issue of encouraging children to walk to school, nor the issue of speeding traffic.

With regard to residents' specific objections I do not agree that the zebra crossing will create a noise problem. The belisha beacons would have shields attached to them so that the lights flash along the length of the road and not directly into people's homes and access to properties will be maintained. The proposal has been considered by safety audit and I consider the provision of a zebra crossing would become a focal point for those wishing to cross Feltham Hill Road.

The actual numbers of residents for and against the proposal are undefined, as a full public consultation exercise of the residential area was not carried out. It would be unusual to do this for a pedestrian crossing where the need is identified by the highway authority and the regulations require that a Public Notice informs the general public that it will be installed. However, three petitions regarding this scheme have been received and are reported separately to this Committee.

The introduction of the zebra crossing would benefit the wider community as well as those walking to school. Elected members and the Local Transportation Manager believe the proposal is generally supported by the community, except by those who would be directly affected by its implementation."

Mr White asked the following question:

"Had I been able to attend the meeting I would have requested, as a matter of urgency, long-overdue inspection of the footpath on the North side of Church Road, Shepperton east of "Woodhaven" and continuously until a point opposite the abandoned public toilets in Manor Park.

Whilst the disgraceful condition was described as "up to standard" in a previous evasion to maintain the surface, which has deteriorated even further, since the request by residents was ignored.

To further compound the problems for the numerous pedestrians using this section, a considerable safety hazard exists when, during and after even moderate rainfall, the old soakaway gulley is completely inadequate to cope with the run-off of over 300 meters to the nearest "upstream" gulley. This inevitably causes a large backup of rainwater, sometimes completely flooding the full width of the footpath directly outside "Woodhaven" causing head-high "bow-waves" from passing traffic. Your observations will be welcome."

The Local Transportation Manager gave the following reply:

"This length of footway was last inspected during August 2005 and its next safety inspection is due this month. However, this problem had been brought to our attention by a resident and our highway inspector arranged for a mechanical digger to clear this stretch of footway, effectively widening it. The footway surface has been surveyed now that it can be seen and deteriorated areas will be patched and made good.

The gullies have been inspected and found to be clear and at the time of the inspection last Friday no pooling was evident. The effectiveness of two local soakaways will be investigated."

