

# Supplementary Agenda

## Supplementary Agenda

Item 4 Written Public Questions & Statements  
Item 7 Member Question Time

**We welcome you to**

**Elmbridge Local Committee**

Your Councillors, Your Community  
and the Issues that Matter to You



## Venue

**Location:** Council Chamber,  
Elmbridge Civic  
Centre, High Street,  
Esher, KT10 9SD

**Date:** Monday, 26  
November 2018

**Time:** 4.00 pm



**SURREY**

## **SUPPLEMENTARY AGENDA**

### **4 WRITTEN PUBLIC QUESTIONS AND STATEMENTS (Pages 1 - 2)**

To answer any questions or receive a statement from any member of the public who lives, works or studies in the Elmbridge Borough area in accordance with Standing Order 69. Notice should be given in writing or by email to the Partnership Committee Officer at least by 12 noon four working days before the meeting.

### **7 MEMBER QUESTION TIME (Pages 3 - 4)**

To receive any written questions from Members under Standing Order 47. Notice should be given in writing to the Partnership Committee Officer by 12.00 noon four working days before the meeting.



## SCC LOCAL COMMITTEE IN ELMBRIDGE – 26 November 2018

### AGENDA ITEM 04

#### WRITTEN PUBLIC QUESTIONS AND STATEMENTS

##### Question 1: Mr Wilf Hardy

##### Re: Weybridge road safety

- a) When crossing at the junction of Oatlands Avenue & Queens Road (heading in the direction of the railway line) if you cross where the kerb is dropped, as you have a pushchair or wheelchair, you cannot see the traffic on Queens Road. This means you cross blind to traffic coming round the corner, which due to the road set ups does not slow down very much. I have already had a couple of "near misses" when walking with a pushchair.

Could this junction please be reviewed. It may be that something simple like extending the pavement could solve this potential danger point to pedestrians?

- b) The Haines Rd bridge over the main railway line on the Queens Road has very narrow pavements ( and a balustrade that is lower than the Network Rail standard). This means if you meet a pushchair or wheelchair whilst walking across the bridge, someone has to walk in what is a very busy road.

To resolve this could Network Rail be lobbied to put in a pedestrian bridge ? They have already done so elsewhere e.g. Basingstoke.

##### Officer Response:

- a) The current layout includes dropped kerbs on each side of the junction, plus a refuge island in the mouth of the junction. Elmbridge Local Committee recently (2018-19) allocated funding for Surrey Highways to investigate and prepare funding bids in support of measures to improve mobility across Elmbridge. This location was included and a bid submitted to the Weybridge Local Spending Board for Community Infrastructure Levy (CIL) funding. Elmbridge Borough Council, as planning authority, collects CIL from developments which can be used to deliver infrastructure improvements. The Local Spending Board will be held in spring 2019.
- b) Surrey Highways, in partnership with Surrey Police, identifies locations with a poor safety record by analysing collision data and trends. Locations of community concern are also considered, when residents, elected members or community surveys have highlighted locations where it is thought that there may be a traffic problem. Assessment potentially leads to the development of measures such as physical changes, enforcement, or educational campaigns. The council does currently receive a small amount of funding to be used specifically to reduce road casualties. These resources are focussed on sites where there are patterns of casualties that could potentially be addressed through engineering interventions. We are obliged to prioritise those sites with the greatest frequency of casualties, ahead of those sites with a lesser frequency

## ITEM 4

of casualties. There have been no pedestrian casualties recorded at this location. As such, there is currently no provision within the road safety programme for measures. Any additional structure would require works outside of the public highway and would be beyond any likely budgets available to the Local Committee in the foreseeable future. The Local Committee is asked to decide whether to contact Network Rail with regards to any additional structure. It should be noted that the funding bid referenced in a) above includes for pedestrian improvements and protection on the bridge side of the junction.

### **Question 2: Mr Marcus Williams** **Re: Rectory Close resurfacing**

Given Phillip Hammond's recent announcement at the Budget, that a £420m fund will be created to tackle potholes and other roadworks. And that Michael Gove has welcomed the £7,409,000 to improve the condition of the roads in Surrey.

Can Surrey County Council (SCC) confirm;

1. that they will spend the money on improving the roads and not to reduce the current deficit,
2. and if so, how that money will be allocated.

As there has been long standing 'budgetary' objections given to residents for not repairing roads such as Rectory Close (which Surrey County Council admits are in poor condition).

### **Officer Response:**

Discussions are ongoing regarding how best to utilise the £7.4m allocated to Surrey County Council in the recent budget. A decision will be made in due course by the Lead Cabinet Member for Place in consultation with the Executive Director for Highways, Transport and Environment and the Executive Director of Finance.

In the case of Rectory Close, the concrete carriageway has been overlaid in the past with a thin layer of asphalt. The asphalt layer is so thin that worn off patches are not considered to be Safety Defects. To be a Safety Defect in the carriageway a pothole must be at least 40mm deep. This means that Rectory Close is unlikely to be a priority for resurfacing for the foreseeable future, as the frequency of Safety Defects is very low. We are investigating a new potential treatment for roads like Rectory Close, whereby we would plane off the thin asphalt overlay, and repair the joints between the underlying concrete panels. This would take advantage of the fact that in most cases, the underlying concrete is still in good condition.

**SCC LOCAL COMMITTEE IN ELMBRIDGE – 26 November 2018****AGENDA ITEM 07****MEMBER QUESTION TIME****Question 1: Mary Lewis and Mike Bennison****Re: Blundell Lane**

We understand that the Oxshott & Stoke d'Abernon ward councillors have recently met with Surrey and Elmbridge Borough Council Officers to discuss residents' concerns regarding the safety of non motor vehicle users (pedestrians, cyclists and horse riders) of the Blundell Lane railway bridge in our Divisions. Will the Local Committee agree to make the necessary funds available (estimated £5-10k) to conduct a feasibility study into various traffic management options that could result in improving the safety of this section of road?

**Officer Response:**

Officers met Ward Members on 16th November to discuss what options could be considered to facilitate safe pedestrian, equestrian, and cycle access along Blundell Lane. There is a section of Blundell Lane between Stoke D'Abernon and Oxshott that is approximately 200m long where the road crosses the railway on a twisting alignment, and along which there is no footway.

A number of options were discussed for possible schemes that might address this concern. The only options that would be affordable within the foreseeable future would be those based on a traffic management solution. However any traffic management based solution could have a considerable impact on traffic movement between Stoke D'Abernon and Oxshott. Therefore a careful feasibility study would be needed to assess different traffic management options, and a widespread public consultation would be needed to ascertain community support for such a scheme.

Committee has funding available (from the £370,000 revenue allocation from the Parking Surplus) to commission a feasibility study. It is recommended that Committee decide whether to allocate funding to this scheme, which does feature on the Local Committee's prioritisation list (Highways Update Item, Annex B).

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