

DRAFT

Minutes of the meeting of the
Elmbridge LOCAL COMMITTEE
held at 4.00 pm on 18 November 2013
at Council Chamber, Elmbridge Civic Centre, Elmbridge Borough Council,
Esher KT10 9SD.

Surrey County Council Members:

- * Mrs Margaret Hicks (Chairman)
- * Mr Mike Bennison (Vice-Chairman)
- * Mr Peter Hickman
- * Rachael I. Lake
- * Mrs Mary Lewis
- * Mr Christian Mahne
- * Mr Ernest Mallett MBE
- Mr Tony Samuels
- * Mr Stuart Selleck

Borough / District Members:

- * Cllr David J Archer
- * Cllr Nigel Cooper
- * Cllr Barry Fairbank
- * Cllr Jan Fuller
- Cllr Peter Harman
- * Cllr Stuart Hawkins
- * Cllr Neil J Luxton
- * Cllr Dorothy Mitchell
- * Cllr John O'Reilly

* In attendance

41/13 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies were received from Tony Samuels and Councillor Peter Harman.

42/13 MINUTES OF PREVIOUS MEETING [Item 2]

The minutes from the meeting held on 2nd September 2013 were agreed as a correct record.

43/13 DECLARATIONS OF INTEREST [Item 3]

No declarations of disclosable pecuniary interests in respect of any item to be considered were received.

44/13 CHAIRMAN'S ANNOUNCEMENTS [Item 4]

The Chairman informed the meeting that she had arranged for a list of the different services provided by Surrey County Council and Elmbridge Borough

Council to be added to the front of the agenda to improve the public's understanding. She also drew everyone's attention to the website address of the Elmbridge Local Committee, www.surreycc.gov.uk/elmbridge

In addition Margaret Hicks informed the meeting that Walton Bridge had recently won first prize in the major project category of the Highways Magazine Excellence Awards.

Two new Members' Allocations funding applications were also highlighted. Tony Samuels and Rachael I Lake had given £500 each towards the Walton Festival of Light and Mary Lewis had contributed £12,596 towards a parking area in Coveham Crescent, Cobham.

45/13 PETITIONS [Item 5]

Councillor Jan Fuller joined the meeting.

Four petitions were received.

Details of the petitions are attached as Annex A to the minutes.

PETITION 1

Mr Tony Nockles spoke for three minutes explaining why an unmanned pedestrian crossing was being requested at the top of Cigarette Island Lane. He described how the top of Cigarette Island Lane doubles as a vehicle access road and a pedestrian and cycle crossing and although a Road Safety Audit in 2007 on the proposed Jolly Boatman development recommended the installation of a pedestrian crossing that Surrey County Council had done nothing and was not planning to do anything in the near future. In addition he explained that when construction restarts 50% of the expected 100 vehicles per day using the lane will be HGVs and how the public is currently expected to mingle with the construction traffic which is dangerous and it will not improve once the site is occupied, as it will be a multi-purpose site requiring access by a large variety of vehicles.

He added that the petitioners are requesting that the crossing is installed before construction starts in March 2014, but that it is paid for by the developer not the taxpayer. The petition was initiated by local residents and supported by Molesey Residents Association and Hampton Court Rescue Campaign.

The County Councillor Stuart Selleck and the Borough Councillor Nigel Cooper both spoke in support of the petition. The Chairman confirmed that the officer will provide a response at the next meeting on 24th February 2014 and will meanwhile liaise with Councillors.

PETITION 2

Ms Jenny King, Chairman of Stompond and Links Residents Association spoke for three minutes in support of the petition requesting safety measures in Stompond Lane, Walton. Ms King explained how the bend in the road along with the current 30 mph speed limit and the lack of road markings on Stompond Lane make it difficult for vehicles to safely pass on the bend and presents a number of risks. In 2008 SCC had objected to a planning

application on safety grounds at no. 24 Stompond Lane, suggesting that SCC already had concerns about road safety.

Ms King described the accident history in the road and other evidence of recent accidents. She proposed some solutions to the issue and also said other suggestions by SCC traffic engineers would be welcomed.

Ms King said the petitioners did not want to wait until a fatality occurred and the ward Councillors and the SCC Councillor had shown their support for the petition as had the tennis club, based in Stompond Lane.

Member of the Local Committee Councillor Stuart Hawkins expressed his support and also requested that work wasn't delayed due to the Stompond Lane development.

The Chairman confirmed a response would be brought to the next Local Committee on 24th February 2014.

PETITION 3

Ms Aileen Widdowson spoke in support of the petition requesting the Local Committee to write to Hinchley Wood School. Ms Widdowson explained how Hinchley Wood School had requested a temporary change to their admissions policy in July 2013 which would have disadvantaged KT6 children. She said the change would have prioritised KT10 and KT7 children above KT6 and KT9. Fortunately the change had not been ratified by the Education Funding Agency, but there was concern that the school may attempt to repeat the request and therefore the petitioners were requesting that the Local Committee write to the school to ensure the admissions policy was fair and balanced and does not disadvantage children who live in postcode area KT6. Ms Widdowson said it appeared that the proposal by Hinchley Wood School had been the result of parental and political pressure. She does however agree that SCC need to make appropriate provision for children in the area, but as Hinchley Wood School is the closest secondary school for The Dittons, so pushing out children from The Dittons should not be the aim. If changes to the over subscription criteria were considered necessary, Ms Widdowson listed the following methods used by other schools: reviewing the catchment areas, tightening up on sibling criteria and prioritising partner schools.

The Chairman read out a letter to the Chairman of Governors at Hinchley Wood School prepared prior to the meeting and the Committee agreed for the letter to be sent. The letter is attached as Annex A to the minutes.

PETITION 4

Mr Chris Collins spoke in support of his petition objecting to the proposal to replace the red brick paving in Pound Close, Long Ditton with tarmac and asking SCC to repair or replace any loose or damaged bricks. He described how over the years various utility and cable TV companies had taken up parts of the pavement and not replaced it properly and in some cases have patched it with tarmac so totally out of character with the rest of the pavement. As a result it has led to large parts sinking and some bricks coming loose.

He explained that SCC wanted to replace the entire pavement with tarmac when in fact 80% of the pavement is in a satisfactory condition and could not

understand how it would not be cheaper to repair the 20% requiring work. In addition as 90% of the damage is due to contractors SCC should be following this up with the companies.

He summarised by saying two thirds of the households in the close had signed the petition and requested that SCC carry out the necessary work, seeking financial compensation from the responsible contractors not the residents.

Both the County Councillor Peter Hickman and the Borough Councillor Barry Fairbank spoke in support of the petition.

The Chairman confirmed a response would be provided at the meeting on 24th February 2014.

The Chairman thanked the petitioners and added that they do help the Committee to do their work by bringing the issues to their attention.

46/13 PUBLIC QUESTION TIME [Item 6]

Three public questions were received and the questions and responses are attached as Annex B to the minutes.

Question 1

Mr Mic Sullivan thanked the Committee for the thorough response to his question and asked whether speed cameras or width restrictions could be considered. The County Councillor Rachael I Lake expressed sympathy with Mr Sullivan. Nick Healey, the Area Team Highways Officer, said a width restriction could be feasible, but if it was wide enough to allow HGVs through then it would not be sufficiently narrow to reduce the speed of other vehicles. As regards the safety cameras, the Government criteria for their use, which has been adopted by SCC, means that they are primarily installed in locations where there have been fatalities or serious injury casualties. Nick Healey also pointed out that any investigation into the traffic speed on Rydens Road must not prejudice the on – going Weylands planning application. Rachael I Lake suggested that Community Speedwatch could be considered and it was agreed that an investigation into speeding in Rydens Road, taking cyclists into consideration too, would be undertaken as part of the feasibility study of a Pedestrian Crossing for Rydens Road, which is already scheduled to take place in the next financial year.

Question 2

Mr David Bellchamber asked as a supplementary question as to what further funding, recovered from the party that caused damage to the footbridge, may be available for further improvements for pedestrians crossing this stretch of road. Nick Healey explained that any further measures would have to be funded by the Local Committee. The Chairman, Margaret Hicks confirmed that the review of the facilities for pedestrians crossing this stretch of road would come to the Local Committee meeting scheduled for June 16th 2014. County Councillor Mary Lewis thanked Mr Bellchamber for his interest and said that most residents agreed that the crossing points had improved the situation.

Question 3

Mr Mark Sugden thanked the Local Committee for the reply to his question and asked as a supplementary for the cost of a dropped kerb and tactile paving to be confirmed. Nick Healey apologised for the discrepancy and explained that an average price for a pair of dropped kerbs is £700, but with tactile paving it could vary between £1,000 and £2,000. He also explained that any Member can allocate some of their divisional allocation to fund dropped kerbs, if they wished.

Margaret Hicks added that she had already decided to discuss addressing the need to improve facilities with more mobility ramps and possible funding sources at the next informal Local Committee meeting. County Councillor Mike Bennison said he did agree with the Chairman, but all of his allocation was committed for 2014/15 and would consider it for the following year.

47/13 MEMBER QUESTION TIME [Item 7]

No Member questions were received at the meeting.

48/13 PETITIONS RELATING TO HIGHWAYS SERVICE BRIEFING NOTE (FOR INFORMATION) [Item 8]

Nick Healey introduced the briefing note, which he had written in order to clarify why some projects, proposed through petitions and supported and endorsed by the Local Committee, take a long time to be realised.

County Councillor Ernest Mallett questioned whether zebra crossings are still installed by SCC. Nick Healey explained it depends on a number of variables including the ambient speed of the traffic and the visibility at the particular location.

49/13 BURWOOD ROAD, HERSHAM FEASIBILITY STUDY (FOR DECISION) [Item 9]

Nick Healey (Area Highways Team Manager) introduced the report and explained the detail was in Annex A, the actual feasibility study. The Divisional Member, Margaret Hicks, had funded the feasibility study and had made £5,000 available this financial year, to implement improvements to the school warning signs and the remainder of the proposed safety measures, apart from the Zebra crossing, could be funded and implemented in the next financial year.

The Committee's comments included how both Councillors and petitioners thought it was a very good report, that CIL (Community Infrastructure Levy) funding may be available after April 2014 to assist with the funding of the zebra crossing and Margaret Hicks being thanked for the use of her allocation towards the implementation of the measures. It was requested that additional children crossing signs on Molesey Rd before the roundabout were installed and that the position of the VAS (Vehicle Activated Signs) is discussed with residents to maximise the benefit. In addition concerns were expressed that residents may not support the proposed one way system in Faulkner's Rd.

Nick Healey said he would look into possible locations for additional children crossing signs in Molesey Rd and would carry out the consultation in Faulkner's Rd.

An additional recommendation to consider sites for additional children in area warning signs approaching the mini roundabout from Molesey Rd to Burwood Rd was proposed by the Chairman, Margaret Hicks, and seconded by Mike Bennison.

The Local Committee resolved to agree to:

(i) authorise the Area Team Manager in consultation with the Chairman, Vice Chairman and Divisional Member to undertake the necessary legal procedures to introduce a one way system in Faulkner's Road, together with appropriate public consultation.

(ii) should funding be identified for the implementation of a new Zebra Crossing in Burwood Road, authorise the Area Team Manager in consultation with the Chairman, Vice Chairman and Divisional Member to undertake the necessary legal procedures to introduce the said Zebra Crossing, together with appropriate public consultation.

(iii) consider sites for additional children in area warning signs approaching the mini roundabout from Molesey Rd to Burwood Rd.

Reason for decision: to facilitate the implementation of the measures identified by the feasibility study, in the event that funding is identified and to reduce safety concerns of the local community.

Stuart Selleck left the meeting.

50/13 STOKE ROAD, COBHAM - AN UPDATE ON THE FEASIBILITY STUDY (FOR INFORMATION) [Item 10]

Nick Healey introduced the report. He explained that a meeting had been convened in October 2013, chaired by the Divisional Member, Mary Lewis, and attended by the Cabinet Member, the Ward Member, officers and representatives of the local community to discuss the feasibility study. The outcome was that the favoured option was 'Traffic Islands', but the study had only looked at introducing new islands not at modifying the existing ones.

Mary Lewis expressed her frustration at the length of time the work had taken, considering the original petition had been received in 2009, and also at the fact that the feasibility study had not looked at what the residents had requested. She added that the Police and Crime Commissioner, who had attended a recent meeting in Cobham, said he would support the Police with any changes. Mary Lewis also requested that the Local Committee write to the Cabinet Member, John Furey, to ensure that as part of the new Speed Limit policy, the implementation of any changes to speed limits is made easier.

The Borough Councillor Dorothy Mitchell understood the frustration and remembered that a number of years ago when Stoke Rd was being resurfaced and the pavement added, additional islands were considered. However due to residents' access requirements installation can be difficult and cause extra problems. A reduction in the speed limit would be the easiest and most straight forward solution.

The report with the results of the completed feasibility study will be brought to the Local Committee meeting scheduled for 16th June 2014.

The Local Committee will write to John Furey requesting that the process for making changes to speed limits is simplified and hence quicker, as part of the new Speed Limit policy, which is currently been created.

51/13 HIGHWAYS UPDATE (FOR DECISION) [Item 11]

Nick Healey (Area Highways Team Manager) introduced the report. He explained that he had hoped to have circulated prior to the meeting the list of priced options for the Divisional Members to consider before indicating their priorities for 2014/15. However he intends for Members to receive these before the end of November and he would like them to indicate their priorities by Christmas 2013. He hopes that Divisional Members will share their proposals with Borough colleagues.

Councillor Dorothy Mitchell and Councillor Jan Fuller left the meeting.

The Local Committee resolved to agree to:

(i) authorise the Area Team Manager in consultation with the Chairman, Vice Chairman, to decide Divisional Programmes for next Financial Year, in the event that individual Divisional Members have not indicated their priorities by 31st December 2013 (paragraph 2.13 refers)

(ii) authorise the Area Team Manager in consultation with the Chairman, Vice Chairman and relevant Divisional Member(s) to undertake all necessary procedures to deliver the agreed programmes.

Reason for decision: to enable the 2014-15 Highways programmes funded by the Local Committee to be decided in good time to facilitate timely delivery of those programmes.

Councillor David Archer left the meeting.

52/13 SUPERFAST BROADBAND IN SURREY (AGENDA ITEM ONLY - FOR INFORMATION) [Item 12]

Katie Brennan from Superfast Surrey gave a powerpoint presentation. The presentation is attached as Annex C to the minutes.

Katie explained that over a number of years many areas had been excluded from the commercial rollouts by BT and Virgin. In Elmbridge this particularly applies to Oxshott.

Councillor Jan Fuller rejoined the meeting.

SCC has invested £20 million in bringing fibre based infrastructure to more than 84,000 homes and businesses. It is a complex infrastructure programme which is due to be completed in 2014, however sometimes BT may have to change their planned timescales when unforeseen engineering challenges occur.

Once fibre is enabled to a postcode, residents and businesses, who wish to take up a fibre service, need to contact an internet service provider and will probably have to pay a connection charge and the cost per month may be more than they pay for their current service.

In addition to the infrastructure roll-out the team is working to understand what the barriers are to residents accessing the internet. Of the 1.2 million residents in Surrey, approximately 80,000 have never been on-line.

County Councillor Christian Mahne asked as to whether the infrastructure which is being rolled out can be upgraded in future or whether we will be the 'poor relation' in future and about upload speeds.

Katie explained that the infrastructure being used in this rollout is just the same as in that being installed as part of the Openreach commercial rollout. The work being carried out will ensure Surrey residents will have access to proposed new technologies. The programme contract guarantees to provide 94% of homes and businesses in the roll-out with Committed Information Rates download speeds of 15mbps or more, but the upload speed will depend on the internet service provider.

Councillor John O'Reilly questioned whether it was a good use of taxpayer's money. Katie explained that research from the World Bank shows that the GDP is increased by an improvement in broadband coverage. Indications are that in the Superfast Surrey deployment area the take up after the rollout of the fibre based service will be higher than the national average of 10%.

The Chairman thanked Katie for her presentation.

Borough Councillor Nigel Cooper and County Councillor Rachael I Lake left the meeting.

53/13 TRADING STANDARDS IN ELMBRIDGE UPDATE (FOR INFORMATION) [Item 13]

Andy Pollard (SCC Trading Standards Business Advice & Partnership Manager) introduced the report. He spoke about the diverse responsibilities of the Trading Standards service. They work closely with Elmbridge Borough Council giving business advice and the advice line is now available 5 days per week. Recently he gave a presentation at the Elmbridge Business Network with the aim that the information can be cascaded down to other businesses. In addition he has been working closely with Elmbridge BC officers on the Enterprise Elmbridge project.

In order to generate income the Trading Standards Service promotes the Primary Authority partnership to businesses which offers them better protection from prosecution.

The service also works closely with Environmental Health at Elmbridge Borough Council promoting the Eat Out Eat Well Award.

In addition he made reference to the fact that Citizens Advice is the agency which now provides consumer advice.

Members raised issues about a resident who had been told not to expect any feedback, which the officer could not understand and was disappointed to hear, and also about avoiding rogue traders, whose names are not normally published until they are prosecuted. The officer explained they always provide residents with advice which should prevent them from becoming victims to rogue traders.

The Local Committee agreed to note:

(i) the content of the report and provide feedback to help us enhance our understanding of, and response to, local needs and issues.

54/13 THE ROLE OF THE POLICE COMMUNITY SUPPORT OFFICER (AGENDA ITEM ONLY - FOR INFORMATION) [Item 15]

The Chairman decided to take the presentation from Elmbridge Borough Inspector, David Hollingsworth before Item 14.

Inspector Hollingsworth explained that the PCSOs have been in existence for 11 years and they were introduced to provide a high visible presence and to bridge the gap between the community and the Police. There was a feeling that issues were getting missed and they were introduced to resolve this. In Surrey the PCSOs support the Police Constables and are involved in non-warranted work. They carry out house to house enquiries, attend meetings and collect local intelligence. PCSOs have a unique place in the community attending panel meetings and keeping the community informed. They have a wide range of powers including demanding names and addresses, confiscating tobacco, drugs and alcohol, directing traffic and carrying out truancy patrols.

Members expressed concerns about PCSOs making inappropriate comments about highways and asked about current reviews taking place in Surrey Police. Inspector Hollingsworth explained that he does regularly update PCSOs on what they should and should not say to the public. As regards the reviews he said that the Neighbourhood teams had just undergone a review. It is not complete but does support the change of PCSOs into PCs and does support visible policing. The changes will take place from June 2014 and more details on the numbers involved will be available from January 2014.

The Inspector is retiring in December 2013 and the Chairman took the opportunity to thank him very being such a loyal officer to Elmbridge, for the professionalism of the officers under him and for his honesty and generosity with his time. He will be missed but not forgotten.

55/13 LOCAL COMMITTEE AND MEMBERS' ALLOCATION FUNDING UPDATE (FOR INFORMATION) [Item 14]

The Local Committee agreed to note:

(i) the amounts that have been spent from the Members' Allocation and Local Committee capital budgets, as set out in Annex 1 of the report.

Annex A

Annex Ai

Annex B

Annex C

Meeting ended at: 6.31 pm

Chairman



SCC LOCAL COMMITTEE IN ELMBRIDGE – 18 November 2013

AGENDA ITEM 5

PETITIONS

PETITION 1

To receive a petition with 108 signatures from Mr Tony Nockles, resident of East Molesey, requesting SCC to immediately install an unmanned pedestrian crossing at the top of Cigarette Island Lane.

PETITION 2

To receive a petition with 56 signatures from Mr Nick Harris, resident of Walton and Vice Chairman of Stompond and Links Residents' Association, requesting SCC to introduce appropriate measures that effectively reduce the risk of pedestrian or driver injury and damage to property.

PETITION 3

To receive a petition with 38 signatures from Aileen Widdowson, resident of Long Ditton requesting the Elmbridge Local Committee to write to Hinchley Wood School to exert the strongest possible influence on the School to ensure that their admission policy remains fair and balanced and not one which disadvantages Long Ditton, Elmbridge KT6 children. Long Ditton KT6 is in closer proximity to the school than most of the areas which the school attempted to prioritise through an inappropriate in year variation earlier this year.

(proposed response attached)

PETITION 4

To receive a petition with 39 signatures from Chris Collins of Long Ditton objecting to the proposal to replace the red bricks (paving) in Pound Close with tarmac and asking Surrey County Council, where necessary, to repair/replace any red bricks which have become loose or damaged.

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Ref to Petition 3

PROPOSED LETTER TO HINCHLEY WOOD SCHOOL
FOR LOCAL COMMITTEE AGREEMENT

Tel: 01372 832606 (Community Partnerships
Team)



Chairman of Governors
Hinchley Wood School
Claygate Lane
Esher
Surrey
KT10 0AU

73 Westcar Lane
Walton on Thames
Surrey
KT12 5ES

18 November 2013

Dear Sir

As the result of a petition received at the meeting of the SCC Elmbridge Local Committee on Monday 18th November 2013, I am writing to you on behalf on the Committee. The petition signed by 38 residents of postcode KT6 requested that 'the Elmbridge Local Committee write to Hinchley Wood School to exert the strongest possible influence on the School to ensure that their admission policy remains fair and balanced and not one which disadvantages Long Ditton, Elmbridge KT6 children. Long Ditton KT6 is in closer proximity to the school than most of the areas which the school attempted to prioritise through an inappropriate in year variation earlier this year.'

As a Local Committee we are appreciative of the difficulties currently experienced by the school with the oversubscription for places, but would like to reinforce the need for your admissions policy to be fair and balanced.

Yours faithfully

Margaret Hicks
Chairman, Elmbridge Local Committee

Cc Mr Ben Bartlett

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SCC LOCAL COMMITTEE IN ELMBRIDGE – 18 November 2013

AGENDA ITEM 6

PUBLIC QUESTIONS

Question 1: Mic Sullivan, Walton Resident

Rydens Rd Speeding Traffic

What can the Elmbridge Local Committee do to instigate real solutions to the problem of persistent speeding (by drivers of cars, vans and the large number of heavy lorries) in Rydens Road, specifically the long straight, wide, double yellow lined section from the mini roundabout (at the junction of Sydney Road & Rydens Road) to just before Walton Park?

The Chairman will give the following response:

Rydens Road is the D3830, which is the main classified route running east to west, linking the A244 Hersham Road to the C153 Molesey Road, and is 1.8 Kilometers long.

The railway line also runs to the south of Rydens Road and there are only two locations where vehicular traffic can cross this railway line, one being under the railway bridge on the A244 Hersham Road and the other under the smaller arched railway bridge on Molesey Road, adjacent to Hersham railway station.

Height restrictions are imposed on both bridges and whilst the higher at the A244 is 12'6" the lower on the Molesey Road is merely 10'6", and severely limits access from either side. Both bridges have recently been subject to bridge beam works by Railtrack as they are both prone to strikes by over height vehicles.

Due to the environmental conditions of the surrounding area, with the rivers Mole/Ember bounding the east, railway line to the south, and reservoirs to the north and east, together with height restrictions imposed upon the two bridges, it does mean that vehicular traffic is very limited in its ability to access the area without utilising these limited routes.

The Molesey industrial estate resides on the Molesey Road, to the north of the Hersham railway station and a signed HGV route has been in existence for many years, which directs vehicles to this estate from the A244, due to these limitations explained above.

The road is subject to a 30mph speed limit and is well lit by a continuous system of street lighting. Pedestrian footways are provided on both sides of the road.

Whilst some of the side roads have been traffic calmed over recent years, primarily to reduce personal injury accidents occurring, an important aim of the scheme was to

remove vehicular rat running from those roads lower on the hierarchy, and return them to the primary route network.

It was for this reason that Rydens Road was not treated for traffic calming as it is the primary route through the area and directs vehicles to the industrial estates. Any traffic calming would be very intrusive and intensely noisy due to the types of vehicles it carries. Any calming would also seriously affect emergency services response times. Additionally the personal injury accident record along Rydens Road did not justify any proposals.

With the advent of highway electronic devices such as Vehicle Activated Signs, it has been possible to effect driver behaviour in a more effective fashion. The interactive sign targets the offending drivers, who drive in excess of the posted limit, and displays the speed limit to them, together with a message to 'SLOW DOWN'.

These signs have proved very effective where used elsewhere in the borough and have been well received by residents and drivers.

Police enforcement is made easier as a reduction in the speed of the greater majority of drivers should be achieved, allowing them to target the more hardened driver.

The Committee approved to install in 2008, two Vehicle Activated Signs (VAS), one in each direction on existing lamp columns, at strategic locations in consultation with Surrey Police, to best remind drivers of the obligations to the law and road safety. The divisional member Mr Roy Taylor funded these.

Speeding is essentially a Police enforcement issue as driving in excess of the posted speed limit is a criminal offence, for which the Police as the sole highway enforcement agency, have powers to deal with offenders who unashamedly flout the law, quickly and effectively.

Question 2: David Bellchamber, Cobham Resident

Tartar Hill

On 27th September 2012 the Committee considered a report from the Local Area Highways Manager on the facilities for pedestrians crossing near the site of the footbridge removed from Tartar Hill, Portsmouth Road, Cobham. The Committee resolved to support a scheme ("the scheme") suggested by the report. The scheme (or something similar) was subsequently implemented over the following months.

Previously, on 14th June 2012, the Committee had supported the introduction of a controlled pedestrian crossing in this area. The subsequent support for the scheme actually implemented was on the assurance that the ongoing hazards for pedestrians crossing would be monitored and that, should the need arise, additional crossing facilities could be implemented.

Please can you confirm when the outcome of the audit carried out relating to the safety of pedestrians crossing on this stretch of the Portsmouth Road will be published for the purpose of further consultation?

The Chairman will give the following response:

The final element of the scheme implemented in Portsmouth Road, Cobham, was the introduction of a Vehicle Activated Sign (VAS) in June 2013. It is anticipated that a report would be prepared for Surrey County Council's Local Committee in Elmbridge following the first anniversary of the completion of the scheme in June 2014. This report would consider the effectiveness of the scheme in providing improved road crossing facilities for pedestrians, and in restraining traffic speeds. The report would also assess whether any further measures should be considered. Any further public consultation would be at the discretion of the Local Committee.

Question 3: Mark Sugden, Claygate resident

Disabled Access

When our roads and footways were built, disability groups were not given the level of consideration that they are today. As a result there are a large number of junctions and other crossing locations that still require dropped kerbs'. (Source SCC website: Uncontrolled Dropped Crossings).

In Claygate, there are many residents, especially those in Wingham Court, who need a suitable accessible highways network for wheel chair access to the Village Community facilities, via dropped kerbs.

Could the Elmbridge Local Committee consider making a specific budget provision, in future Local Committee delegated Highways budgets, for uncontrolled dropped crossings/mobility ramps to benefit, among others, wheelchair, mobility scooter and visually impaired residents, not just in Claygate but across Elmbridge?

The Chairman will give the following response:

Members are reminded that a letter of representation was submitted to the July 2009, meeting of the Local Committee, highlighting concerns regarding the speed of traffic, discontinuous footways, and absence of pedestrian crossings along Oaken Lane, Claygate.

In 1995, the planning permission for the 3 storey, 83 bedroom, nursing home at Wingham, included a planning condition that a speed constraint measure be introduced at its junction with The Avenue, prior to the occupation of the development. This was negotiated by the late Borough Councillor Hugh Ashton, who proposed to provide a new roundabout complete with new footways on the eastern side of Oaken Lane, to assist pedestrians.

Unfortunately due to much opposition from within the local community to the removal of a hedge, on the east side, due to it being classified an ancient hedgerow, the ability to carry out the improved footway and crossing facilities was precluded. The development condition for this measure has now long expired. However and with this in mind a couple of years later the gateway entry signs, complete with mandatory speed limit were introduced on Oaken Lane.

In 1999, on the west side however a much-needed sight line and footway improvement was successfully concluded outside number 30, on the corner of The Avenue, following the dedication of private land by the property owner.

The above highlights restrictions and highway constraints associated with the environment to the east of Oaken Lane alongside the carriageway, which have stifled the implementation of improved pedestrian facilities.

These continue to be issues for which there does not appear to be a solution for, due also in part, to the narrow width of carriageway and the lack of available public highway to afford improvements to be carried out.

The carriageway to the south of Oaken Lane is also very narrow and will not facilitate the introduction of a pedestrian refuge island.

In 2009, following agreement and funding from the local committee, drop crossings with tactile paving were introduced at strategic locations to assist crossing the road, such as near the bus stops, at Woodbourne Way, together with another near Oaken Drive, leading to the footpath link to Torrington Road.

There are footpaths that run along the west side of Oaken Lane, to the north of The Avenue, away from the carriageway, which were overgrown and required attention both by residents and the Highway Authority. This again was attended to in 2009 but no doubt further attention will be required.

There is a walkway, on the west side, from where the highway footway terminates, near the bus stop opposite Woodbourne Way, which continues behind the dense foliage, to the front of the properties and continues south. This is very overgrown and for the most part impassable, however this does not form part of the public highway and the ownership of which is unknown.

A proportion of the Capital Integrated Transport Scheme budget has previously been allocated for the installation of dropped kerbs/mobility ramps borough wide and Members have also funded these from individual allocations. This financial year the majority of the budget has been divided equally among the nine divisional Members and there is no borough wide budget for such schemes.

Superfast Surrey

Elmbridge Local Committee

18 November 2013



How does the roll out work?

What is happening in Elmbridge?

Engagement and Marketing Activities

Digital Inclusion

Q & A

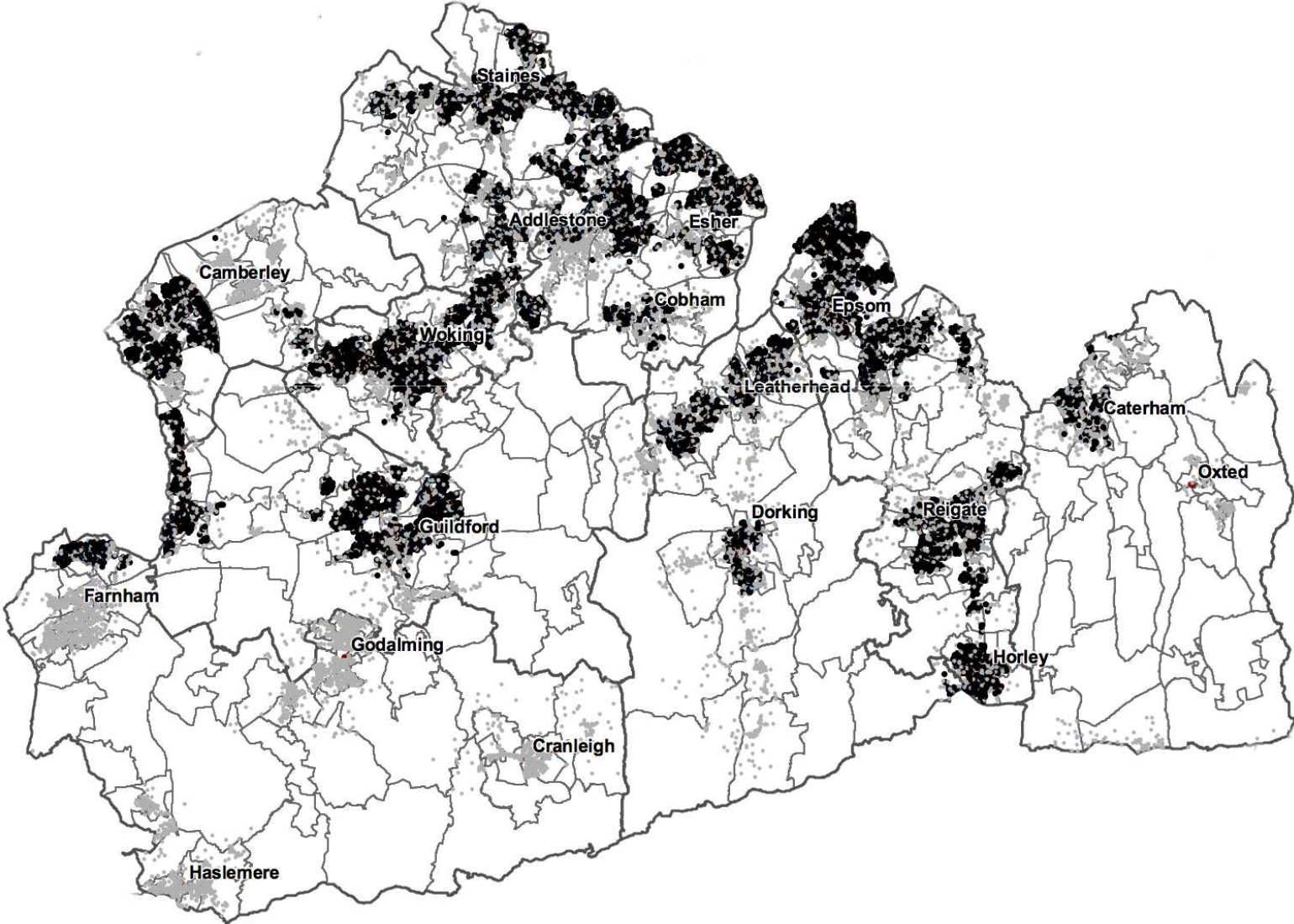


Programme

Fibre based infrastructure to more than 84,000
Surrey homes and businesses



Commercial Area



Our Deployment Area



Page 23



Programme - Timeframes



- **May 2013** - First community goes live in Pixham Village, near Dorking
- **September 2013** - First 15,000 premises connected
- **December 2014** - roll-out completed. Some work will continue on those more difficult to reach properties



Anticipated roll-out in Surrey



Borough/District	Additional Premises
Elmbridge	more than 3,100
Epsom and Ewell	more than 850
Guildford	more than 15,300
Mole Valley	more than 7,700
Reigate & Banstead	more than 5,800
Runnymede	more than 5,400
Spelthorne	more than 2,000
Surrey Heath	more than 5,800
Tandridge	more than 20,000
Waverley	more than 15,900
Woking	more than 2,100



Anticipated roll-out in Elmbridge



Ward	End March 2014	End June 2014	End 2014	Total	% premises out of Elmbridge Borough Council
Claygate	0	0	>1	>1	0%
Cobham & Downside	0	>318	>169	>487	13%
Cobham Fairmile	0	>4	>1	>5	0%
Esher	0	>548	>44	>593	16%
Hersham North	0	>1	0	>1	0%
Hersham South	>29	0	>7	>36	1%
Hinchley Wood	0	>123	>16	>139	4%
Molesey East	0	>138	>113	>251	7%
Molesey North	0	>1	0	>1	0%
Molesey South	0	0	>44	>44	1%
Oatlands Park	0	0	>2	>2	0%
Oxshott & Stoke D'Abernon	0	>1312	>63	>1375	36%
St George's Hill	>132	>104	>277	>513	14%
Thames Ditton	0	0	>15	>15	0%
Walton Ambleside	0	>78	0	>78	2%
Walton Central	0	>27	>54	>81	2%
Walton North	0	0	0	0	0%
Walton South	0	>21	0	>21	1%
Weston Green	0	>2	>56	>58	2%
Weybridge North	0	>26	>1	>27	1%
Weybridge South	0	>38	>10	>48	1%

It looks like this ...



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Engineering Challenges



Broadband Speed



- About 94% (more than 79,000) of our area to get Committed Rate Access Speeds of 15 mbps or above as part of our standard roll-out
- With the remaining 6% of homes and businesses, we will be working with BT to identify any new innovations or technologies that can be used in our roll-out.
- We will also be working with communities and local organisations to determine possible solutions.



Raising awareness and on-going communications



- Email to Councillors and Parish Clerks
- Mailshot to more than 84,000 homes and businesses in the next few months
- Posters and coasters distributed throughout county
- Postcards sent to premises once access to the fibre network is available
- Inclusion in Parish, Town, Borough and County newsletters as well as newspapers and magazines
- PR activities



Social Media



Facebook, twitter, tumblr, google+, Instagram, paper.li, pinterest

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A screenshot of a paper.li page for "Surrey Daily". The page header includes the paper.li logo, navigation links like "Learn more", "Create a paper", "New stand", and "My favorites", and a "SUBSCRIBE" button. The main content area features several articles, including "Surrey County Council - Blood Donor Session - 12 November in Guildford" and "Surrey County Council - Women in arts and tertiary education in Surrey 1890 - 1920". A sidebar on the right contains a "Tweets" section with two tweets from "Superfast Surrey". The page is decorated with a colorful, cartoonish border.

A screenshot of the Facebook page for "Superfast Surrey". The page header shows the Facebook logo and login fields. The main content area features a large, colorful illustration of a farm scene with cows, a chicken, and a tractor. A prominent overlay text reads "Superfast Surrey is on Facebook." with "Sign Up" and "Log In" buttons. Below the illustration, there is a post from "Superfast Surrey" with 2 likes and 2 comments. The page also includes a "Like" button and a "2" next to it.

A screenshot of the Twitter page for "Superfast Surrey". The page header shows the Twitter logo and navigation links. The main content area features a large, colorful illustration of a farm scene, similar to the Facebook page. Below the illustration, there is a tweet from "Superfast Surrey" with 1 retweet and 1 reply. The page also includes a "Retweet" button and a "1" next to it.

Getting the word out



- Attendance at local village and town events
- Briefing to District/Borough and Parish Councils
- Presenting at Business Breakfast Briefings and evening Network meetings



Getting Superfast



Once connected, leaflet sent to resident or business by Superfast Surrey Programme

Residents and Businesses must contact their local ISP to get a service



Digital Inclusion



Of the 1.2 million residents in Surrey, approximately 80,000 have never been on-line

Surrey County Council is currently working with organisations including:

Waverley Borough Council

Housing Providers

Job Centre Plus

Surrey Connects and LEPs

Carers UK

Surrey Libraries

SCC Adult Social Care

VCFS



Questions



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