

## **DRAFT**

Minutes of the meeting of the  
**Surrey HEATH LOCAL COMMITTEE**  
held at 6.30 pm on 2 October 2014  
at St Marys Church Hall, Park Road, Camberley, GU15 2SR.

### **Surrey County Council Members:**

- \* Mr David Ivison (Chairman)
- \* Mr Chris Pitt (Vice-Chairman)
- \* Mr Bill Chapman
- \* Mr Mike Goodman
- \* Mr Adrian Page
- \* Mr Denis Fuller

### **Borough / District Members:**

- \* Cllr Vivienne Chapman
- \* Cllr Rodney Bates
- \* Cllr Valerie White
- \* Cllr Josephine Hawkins
- \* Cllr Paul Ilnicki
- \* Winterton

\* In attendance

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#### **67/14 APOLOGIES FOR ABSENCE [Item 1]**

Apologies were received from Cllr Paul Ilnicki.

#### **68/14 MINUTES OF THE LAST MEETING [Item 2]**

The minutes of the last meeting, held on 3 July 2014 were agreed and signed by the Chair.

#### **69/14 DECLARATIONS OF INTEREST [Item 3]**

Cllr Rodney Bates declared interests in the following:-

- Item 6 on Pine Ridge as he is a Member of the Advisory Board of the Children's Centre
- Item 7 on Cordwalles School as he lives in Berkshire Road (but not near the school).

#### **70/14 WRITTEN PUBLIC QUESTIONS [Item 4]**

Four questions were presented to the Committee:-

**Q. Written question from Mr Paul Chapman**

Back in August 2013 there was much fanfare and trumpeting that a solution had been found to the problems on Red Road and in particular the dangerous right turn out of MacDonald Road. This was covered widely in the local press, quote "Mike Goodman, Denis Fuller, Adrian Page and Bill Chapman threw their weight behind placing a roundabout at Lightwater Road" and on social media including interviews with Councillors Goodman and Fuller on the Surrey Heath Residents' Network where the plans were described as a "significant breaking news for the community".

That was over a year ago, and since then very little has been mentioned about the solution and nothing much seems to have changed at the junction.

***Can the committee please give an update on what progress has been achieved over the past 14 months since this "significant breakthrough."***

**A. Response from Chairman on behalf of the Committee:**

A number of safety improvement options have been considered for Red Road, with a roundabout being one of these. However, as a number of measures were introduced in 2013, it was decided to monitor the impact of these prior to implementing any further changes.

As the monitoring period has now ended, a meeting has been arranged for 8 October to review the accident record of Red Road and determine if further works are required. The meeting will include local Members, and representatives from Surrey Police and Surrey County Council's Road Safety team.

Members further discussed the measures implemented (which included vehicle activated signage, chevrons and a speed limit reduction) and the fact that accident figures were being closely monitored prior to any further works. It was noted that this has not been communicated well, but that the accident figures indicated that measures were working. It was also noted that if the decision were for no immediate further improvements, the road would still be kept under review, especially as changes to Deepcut and DERA would have a potential impact.

**Q. Written question from Sarah Taylor, Local Resident**

We still have ongoing parking issues in Station Road, Bagshot. This was taken to the council several years ago and was under review last year, but not prioritised at all. I see that it is no-where on the list this year. What needs to happen in order to get this reviewed again? Has it now dropped off the list? I was under the impression that once on the list, it would be looked at each year. There are now staff from several companies that use Station Road to park in whilst at work. This is extremely frustrating and sometimes dangerous. There are some days that cars are parked pretty much all the way from the traffic lights at the A30 junction, back to the chicane, plus further round the road. During the summer I had to go into one of these companies and get their staff to move their car as I couldn't even park on the road in order to get my poorly dog in the car to take him to the vets. This is just not acceptable. It's come to a point where we are even considering moving.

We haven't asked for yellow lines all the way around the road. Just near to the chicane for about 6 metres and then again from the traffic lights up from the A30. Rather than push the problem further up Station Road, there needs to be something similar for weekdays nearer to the station, as I know that people already park along there also.

***Please can you advise on the above.***

**A. Response from Chairman on behalf of the Committee:**

The County Council's Rail Strategy published in 2013 identified three priorities. These were selected because they have the potential to have a major impact in Surrey:

- Crossrail 2
- North Downs Line
- Access to airports

Two further priority options were added following public consultation:

- Access to stations (car parking)
- Access to London from Camberley, Bagshot and Frimley

The County Council will therefore continue to work with train operating companies and Network Rail to improve the car parking offer at railway stations.

Station Road was considered but not given priority at the July parking review. This question has therefore been passed to the parking team so that this locality can again be looked at again under the next parking review.

Members were concerned that the written response given referred to rail traffic, but most of the parking came from local businesses. Station Road was very narrow, with inconsiderate parking on corners making it dangerous. It was agreed that further investigations were needed and this would be taken up by Cllr Goodman with the Parking team.

**Q. Two written questions from Murray Rowlands, Local Resident on behalf of Borough Councillor Heather Gerred (Old Dean):**

1. The condition of the shopping area on the Old Dean is a disgrace to both the County and Borough Councils who both have part ownership of the area. There are 36 different owners of parts of curtilage of the shopping and residential area. This is a recipe for no one taking ownership of it and its present condition and is a reflection of its neglect despite efforts to tidy up the area. The shopping area offers an invaluable opportunity for redevelopment as a mixture of retailing, residential and leisure activity. ***Surrey County Council and Surrey Heath must now assess whether the only solution to create an adequate centre for the Old Dean is to compulsorily purchase housing and shops some of which is in an awful state and offer a site for development as a suitable centre for The Old Dean.***

2. ***Would the County Council consider carrying out a detailed traffic movement survey on the Old Dean?*** This is necessary because of the growth of Collingwood College and new housing development on the Estate? The existing road movement and traffic calming provisions date back to the mid 1990's and there is an urgent need for a review of their proficiency. Because of extreme congestion around Collingwood College a review might be carried out as to whether traffic lights might work more effectively.

#### **A. Response from Chairman on behalf of the Committee:**

1. The Old Dean shopping parade has been looked at in detail by the Old Dean Community Group on the estate. Extensive improvements have been made, working very much in partnership with the Borough and County Council, which included removal of graffiti, cleaning and pressure washing of the paving area, removal of weeds, installation of planters, benches and rubbish bins in the parade. They have also worked with local businesses over signage and smartening up of the used premises. The group continue to look at options for improvements, which have included Christmas lighting, replacement blank hoardings for vacant units, potential planting of trees in the parade and further benches. The shops do provide vital facilities in an otherwise remote location, and are complex as mentioned, with many different ownership issues.

We would need to look to the Borough Council's priorities, strategy and plans before giving any consideration to more drastic actions.

The Borough Council's Planning Policy and Conservation Manager, Jane Ireland, also noted that, depending on where development was proposed, there may be limitations on residential development due to the proximity of the Thames Basin Heath Special Protection Area.

2. There are many areas within Surrey Heath that have been subject to changing traffic patterns and development over the last twenty years. A traffic movement study could be undertaken, but this would have to be considered in the wider context of the Local Transport Strategy and Borough-wide priorities. It is essential that studies are focused on clearly defined areas which have proven issues, and so further information from residents about the problems experienced would need to be sought.

Members referred to the Road Safety studies being undertaken outside both Cordwalles and Pine Ridge Schools. The Highways Manager stated that the road safety team would only be looking at issues around the school and not the wider area. He stated that this could be looked at, but would need more information on the issues involved. It was agreed that Highways would link with questioner outside the meeting.

#### **71/14 WRITTEN MEMBERS QUESTIONS [Item 5]**

There were no written member questions.

#### **72/14 PETITIONS [Item 6]**

##### **PINE RIDGE SCHOOL**

An online petition was presented to the meeting by Mr Terry Beaumont (on behalf of Mr John Wilson, Petitioner).

The petition stated: "We, the parents, residents and concerned members of this community are urging the council to assess the lack of road safety measures outside Pine Ridge Infant & Nursery School, Esher Road, Camberley. It is becoming increasingly dangerous for our children making their daily journeys to & from school. It is indeed an accident waiting to

happen. 4yr old Finley Fitzpatrick was involved in an RTA on the 1st May 2014 while crossing Mitcham Rd due to instruction from the school to only use the entrance from Mitcham Rd & the lack of school warning signs. Therefore we would like the council to implement improved road safety to provide our children with the safer environment they deserve.

The online petition had been set up by concerned parents and had received 63 signatures.

Mr Beaumont outlined that a second petition from residents (with 44 signatures) had also been presented to the school regarding their decision to close the school entrance to parents and pupils.

Members were very concerned with road safety in the area. The Road Safety Team had already been investigating the issue (alongside Cordwalles School) and it was anticipated that a report would be presented at the December meeting.

### **HEATHERLEY ROAD AND THE AVENUE**

A second petition was handed in by Jeremy Wilson, at the meeting. Although 14 days' notice had not been given, the petition was accepted by the Chair.

The petition, signed by 109 residents of The Avenue and Heatherley Road stated that "There is an urgent need for traffic reduction and calming methods to be employed in these residential roads."

The petitioner posed a number of questions to the Committee: "18 months on from our first petition, was The Avenue added and ranked within the ITS works program as per item 4 of agenda to meeting 5<sup>th</sup> December 2013? Could we please have an update, are the ITS works program tables published? Do the Council accept that while increasing visitor numbers and revenues in to Camberley, they also have a duty to protect the amenity of residents and rate payers living near to what is already a choked town centre? How is this to be delivered, other than the A30 plan?"

It was anticipated that a response would be given at the next meeting.

### **73/14 PETITION RESPONSE - CORDWALLES SCHOOL [Item 7]**

Members received a short update report (tabled at the meeting) in answer to the petition presented at the March Committee.

The petition stated "We, the parents, residents and concerned members of this community are urging the Council to assess the lack of road safety measures outside Cordwalles Junior School, Berkshire Road, Camberley. It is becoming increasingly dangerous for our children making their daily journeys to and from school. It is indeed an accident waiting to happen. Therefore we would like the council to implement improved road safety to provide our school children with the safer environment they deserve."

Members were concerned that a full report was not available, due to school holidays, however, they were pleased to note that a number of key meetings

had taken place, to look at both changes outside the school and also road safety training of the young people.

#### **74/14 HIGHWAYS UPDATE [Item 8]**

The Committee received a report on progress made with the delivery of proposed highways schemes, developer funded schemes, and revenue funded works for the 2014/15 financial year. Members noted that the M3 managed motorway works were due to commence shortly and asked for an update from Balfour Beatty, who were to be invited to a private meeting. Calls for a 60mph limit on the M3 had not been agreed by the Highways agency, although, as it is a managed motorway, speeds can be reduced as necessary. It was also noted that air quality adjacent to the M3 is continuously monitored and reported online. A public meeting was being held by the Highways Agency in Windlesham on 16 October.

##### **The Local Committee (Surrey Heath) agreed to:**

- (i) Note the progress with the ITS highways and developer funded schemes, and revenue funded works for the 2014/15 financial year,
- (ii) Note progress with budget expenditure,
- (iii) Approve the contingency plans as laid out in section 2.1.14 of the report,
- (iv) Note that a further Highways Update will be brought to the next meeting of the Committee,

#### **75/14 WOODLANDS LANE BRIDGE - TEMPORARY WEIGHT AND WIDTH RESTRICTION [Item 9]**

M3 Woodlands Lane Bridge is located to the east of Windlesham where it carries the single carriageway Woodlands Lane (C4) over the M3 motorway. The United Kingdom has been required to accept 40 tonne vehicles on roads since 1<sup>st</sup> January 1999 and at the same time a requirement to assess highway bridges designed prior to 1973. Recent assessment of the structure has shown that its strength has degraded since the 2001 report and now requires a 7.5 tonne weight limit. Although a 7.5 tonne weight limit would be sufficient, this does not prevent the structure being used by heavier vehicles.

Reducing the weight limit and introducing a width restriction would allow for the inclusion of a structure that physically restricts access of larger vehicles and stops any mistreatment of the restriction.

Members noted that the restriction would require clear redirection of traffic.

##### **The Local Committee (Surrey Heath) agreed to:-**

- (i) Implement a temporary (18 month) traffic regulation order on Woodlands Lane, Windlesham, to reduce the weight limit to 3 tonnes and include a width restriction of 6'6"

- (ii) Following the advertisement of the order, any objections to the order could be resolved by the Local Area Manager (Andrew Milne) in consultation with the Chairman and Local Member

**76/14 CREATING OPPORTUNITIES FOR YOUNG PEOPLE - EARLY HELP [Item 10]**

Services for Young People are re-commissioning services for 2015-2020 and the new service model will be presented to Cabinet on 23 September 2014. The current Local Prevention commission ends on 31 August 2015 and new funding agreements will be awarded for provision to start on 1 September 2015, subject to Cabinet approval of the new service model.

Local Prevention has been in place across Surrey Heath since 1 April 2012. It has contributed significantly to the reduction in young people becoming Not in Education, Employment or Training (NEET). It is therefore recommended that early help services are re-commissioned for 2015-20.

Members asked for further clarification of the engagement events held to gather feedback (which included specialist conferences, booklets of options, feedback surveys and staff events). Members were particularly pleased with the significant reduction of numbers of young people classified as NEET and congratulations were given.

On Annex 1, it was noted under priority areas, that work with travelling families needed to include generational and cultural pressures.

**The Local Committee (Surrey Heath) agreed to :**

- (i) Approve the local priorities (Annex 1), to be considered by providers, focusing on the identified needs of Surrey Heath and the geographical neighbourhoods prioritised by the Youth Task Group.
- (ii) Note the changes to the council scheme of delegation which provides increased decision making to local commissioning in relation to youth work and Surrey Outdoor Learning and Development (SOLD) (Annex 1A).

**77/14 LOCAL COMMITTEE AND MEMBERS ALLOCATION FUNDING - UPDATE [Item 11]**

Surrey County Council Councillors receive funding to spend on local projects that help to promote social, economic or environmental well-being in the neighbourhoods and communities of Surrey. This funding is known as Members' Allocation.

For the financial year 2014/15 the County Council allocated £10,300 revenue funding to each County Councillor and £35,000 capital funding to each Local Committee. Greater transparency in the use of public funds is achieved with the publication of what Members' Allocation funding has been spent on.

**The Local Committee (Surrey Heath) noted:**

- (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.

## **78/14 FORWARD PLAN [Item 12]**

The forward plan report is produced for each meeting of the Local Committee (Surrey Heath) so that members can review the reports that are currently anticipated will be received.

The Local Committee (Surrey Heath) noted the forward plan.

Meeting ended at: 8.00 pm

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**Chairman**