

DRAFT

Minutes of the meeting of the
Elmbridge LOCAL COMMITTEE
held at 6.00 pm on 8 December 2014
at Council Chamber, Elmbridge Civic Centre, High Street, Esher, KT10 9SD.

Surrey County Council Members:

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

Borough / District Members:

- * Cllr Steve Bax
- * Cllr Nigel Cooper
- * Cllr Andrew Davis
- * Cllr Jan Fuller
- * Cllr Peter Harman
- * Cllr Stuart Hawkins
- * Cllr Neil J Luxton
- Cllr Dorothy Mitchell
- * Cllr John O'Reilly

* In attendance

48/14 APOLOGIES FOR ABSENCE [Item 1]

Apologies for absence were received from Mike Bennison.

49/14 MINUTES OF PREVIOUS MEETING [Item 2]

The minutes of the previous meeting, held on 8th September 2014, were agreed as an accurate record.

50/14 DECLARATIONS OF INTEREST [Item 3]

No declarations of interest were received.

51/14 LOCAL TRANSPORT REVIEW (FOR INFORMATION) [Item 4]

Paul Millin (Group Manager Travel and Transport) and Mike Goodman (SCC Portfolio Holder for Environment & Infrastructure) gave the presentation on the current Local Transport Review.

The presentation is attached as Annex A to the minutes.

To date the response to the public consultation had been very good so it had been decided to extend the public consultation period to 2nd February 2015.

SCC Councillor, Rachael I Lake, declared an interest.

Member discussion – key points

Members questioned whether the right bus routes were being run at the right times, how the views of elderly people were being captured and whether Section 106/CIL funding could be used for funding bus services.

The officer and Member said they welcomed suggestions on improving routes, explained the aim was to try to reduce costs without affecting services and assured Members that the team was engaging with older people's groups.

Additionally Members expressed concern that 15 out of the 21 services in Elmbridge are currently fully funded by SCC, suggested that further consultation took place on the proposals which come out of the review and suggested that season tickets were looked at.

The presenters offered to circulate promotional material and paper copies of the survey on request and said a quick follow up consultation could be possible with small groups if real issues arose.

The Local Committee resolved to agree to note:

(i) the contents of the presentation.

52/14 PUBLIC QUESTION TIME [Item 5]

One public question was received. The question and response are attached as Annex B at Item 8 to these minutes.

As this question was in reference to Item 8 on the agenda, the Chairman decided to take it with that Item.

53/14 MEMBER QUESTION TIME [Item 6]

No member questions were received.

54/14 PETITIONS [Item 7]

Two petitions were received, which are attached as Annex C.

1. Mary Dennis – Request for a Pedestrian Crossing or a traffic island by Ditton Reach.

Chris Gibbs spoke on behalf of the petitioners requesting a safer means of crossing Portsmouth Rd between Ditton Reach and Windmill Lane. He explained that residents need to cross the road to access bus stops, schools and other amenities. For people laden with shopping it is too far to go to

either of the other nearest crossings. It is not easy for active adults, but particularly difficult for elderly and infirm people, some of which no longer leave their homes as they find the road too dangerous to cross.

This part of the road is especially dangerous place due to the 2 junctions. One resident has already been knocked over and taken to hospital.

Chris Gibbs suggested that a crossing point outside the City Arms pub, which would help the pub's customers and could also mean that the congestion in Ditton Reach could be reduced as Ajax Scouts participants could walk instead of travelling by car. He pointed out that according to Local Transport Note 1/95 The Assessment of Pedestrian Crossings, the provision of crossings should be targeted at the needs of those people who experience most difficulty and danger, and this location is particularly difficult and dangerous for the residents of City Wharf House.

He ended his presentation by saying that there is real concern among many of the petitioners that there will be a fatality which is why they are asking for a zebra crossing or a refuge island.

Peter Hickman, County Councillor for The Dittons, said the petitioner had provided a good summary of the issues.

A response will be provided at the next meeting on Monday 23 February 2015.

A response to the Petition concerning Walton Park Lane was tabled at the meeting and is attached as Annex D.

2. Bob Swaddle – a request to repair Walton Park Lane to a standard suitable for all existing users including waste collection vehicles.

Bob Swaddle spoke on behalf of the petitioners explaining that residents are very concerned about the deteriorating state of Walton Park Lane, with the north end of the lane, extending approximately 150 metres from Rydens Rd, providing vehicular access for the owners of the 3 bungalows and garaging for 11 houses in Rydens Park, giving most concern.

He continued that the lane is well used by commuters accessing Hershaw railway station, cyclists, mothers with buggies and accompanying school children to and from school, as well as recreational and dog walkers.

He added that the condition of the lane had worsened to such an extent that they felt there was serious risk of injury to cyclists and pedestrians.

Prior to 2001 Bob Swaddle said Elmbridge Borough Council had tried to maintain the lane and since then although some potholes had been repaired overall the condition had deteriorated. He confirmed that Land Registry had no record of registration for the lane.

Members discussed how the key point is who owns the land and if there is no registered owner, who responsibility falls to, but also questioned whether we couldn't go the extra mile to help the residents, particularly as it is a walking route, which we should be encouraging.

The Area Highways Manager confirmed that the Countryside Access Team will see to the vegetation over the winter period.

The issue of the maintenance of the surface of the lane will be looked at by officers and Members outside of the meeting.

55/14 PETITION RESPONSE: DORCHESTER ROAD. WEYBRIDGE (FOR INFORMATION) [Item 7a]

Rikki Hill, Parking Project Team Leader, explained that the outcome of the request in this petition depended on the decision to be taken on the proposed longer term Parking Strategy at the Local Committee meeting in February 2015.

The Local Committee (Elmbridge) resolved to note:

(i) the contents of the report.

56/14 PETITION RESPONSE: ESHER ROAD, EAST MOLESEY (EXECUTIVE FUNCTION) [Item 7b]

Nick Healey, the Area Highways Manager, explained that there 2 options in response to the petition brought to the previous meeting of the Local Committee.

They were either to (i) allocate funding for a feasibility study, if Members considered this a priority scheme or (ii) await the construction of a new bridge over the River Mole.

Stuart Selleck, SCC Councillor for East Molesey and Esher, said he was reluctant to ask the Local Committee to spend money on a feasibility study only to find out that the options resulting from it were too expensive to carry out. He proposed that the decision be deferred until he had met with officers in January 2015 to find out more detail. Cllr Steve Bax supported Stuart Selleck, but added that he thought a new bridge could increase traffic speeds. SCC Councillor Christian Mahne said any solution must include a pavement on the west side, which would eradicate many problems. SCC Councillor Ernest Mallett said his concerns were more with the fact that the bridge cannot accommodate both a car and a lorry.

The Local Committee resolved to agree to:

(i) defer the decision until the next meeting of the SCC Local Committee (Elmbridge) on 23rd February 2015, by when Members will be more fully informed on details of the options.

Reason for decision: to ensure the most appropriate well informed decision is made.

57/14 A307 PORTSMOUTH ROAD SCHEME UPDATE (FOR INFORMATION) [Item 8]

The resident David Bellchamber asked a question in relation to this item which is attached as Annex B.

He asked as a supplementary question whether high visibility jackets had been worn by staff carrying out the speed surveys in 2014 and therefore whether this would have reduced the speed of the traffic, as the drivers would have been indirectly warned and whether a regular review can take place.

In response Nick Healey, the Area Highways Manager, replied that high visibility jackets had not been worn and he was very confident about the speed surveys, that feasibility studies will take place if more improvements are required and that casualty reduction groups review sites where accidents take place.

SCC Councillor Mary Lewis explained that she had observed the road on the morning of the committee and that it would not be sensible to put a refuge near to the location of the Health Centre and adjacent bus stop as it is far too busy, but we should be encouraging pedestrians to use the refuge, with a buggy space, 10 paces away.

The report was information only.

58/14 HIGHWAYS UPDATE (EXECUTIVE FUNCTION) [Item 9]

Stuart Selleck and Tony Samuels left the meeting.

Nick Healey introduced the report.

He encouraged members to send through their priority schemes for the financial year 2015/16. SCC Councillor, Rachael Lake, requested a meeting with the Highways team to resolve issues with this year's schemes, which was agreed to, before making decisions on next year's.

Referring to Operation Horizon, Mary Lewis expressed disappointment at the way work had been advertised as taking place and then not happened.

CLlr Jan Fuller commented how well SCC Highways had dealt with a very difficult summer in Oxshott which had undergone both highway and gas works.

The Local Committee resolved to agree to:

- (i) Authorise the Area Team Manager in consultation with the Chairman, Vice Chairman, and relevant Divisional Member, to advertise the necessary Legal Order to establish a 30mph speed limit in Fairmile Park Road, and to implement the change in speed limit if there are no significant objections (paragraph 2.6 refers);
- (ii) Approve the introduction of two new Bus Stop Clearways in Hurst Road, East Molesey (paragraph 2.8 refers);
- (iii) 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 2014 (paragraphs 2.17 to 2.20 refer);

- (iv) 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 2015-16 Highways programmes funded by the Local Committee to be decided in good time to facilitate timely delivery of those programmes.

59/14 ON-STREET PARKING ENFORCEMENT AGENCY 2013/14 PERFORMANCE REVIEW (SERVICE MONITORING & ISSUES OF LOCAL CONCERN) [Item 10]

Rikki Hill introduced the report. Anthony Jeziorski, Head of Environmental Services at Elmbridge BC, was also present.

Members' comments included that more detailed statistics were required and also that some Civil Enforcement Officers require more training.

The Local Committee (Elmbridge) resolved to

- (i) note the report.

60/14 LOCAL COMMITTEE BUDGETS (EXECUTIVE FUNCTION - FOR INFORMATION) [Item 11]

The Chairman reminded the Members that the allocation funding must be spent by the end of February 2015.

The Local Committee (Elmbridge) resolved 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 this report.

Meeting ended at: 8.10 pm

Chairman

Local Transport Review - Local Committee update

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HAVE YOUR SAY ON LOCAL TRANSPORT



SURREY

What's being reviewed and why?

- We are reviewing the County Council's major spending in local transport
- The review aims to integrate services, find efficiencies, and make savings via three streams:
 1. Local Bus
 2. Concessionary Fares
 3. Community Transport
- Enormous pressures on SCC funding
- Operators costs rising faster than inflation
- Buses are becoming less efficient due to congestion
- MTFP requirement to reduce Local Transport costs



Background to Local Transport

29.2 million bus journeys pa in Surrey

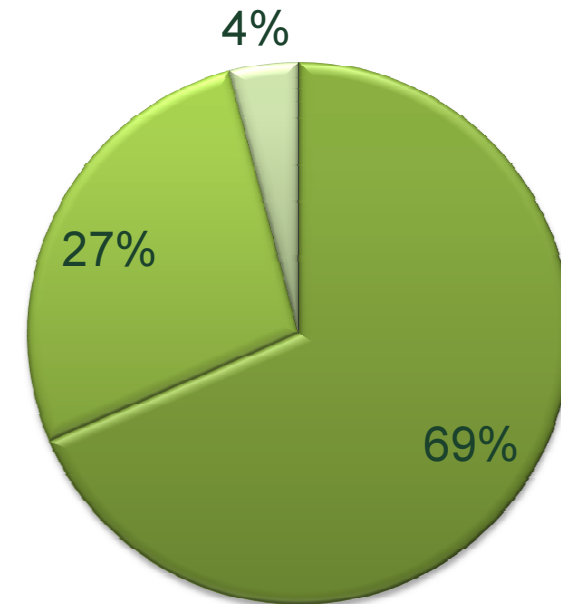
- 20m by adults
- 8m by concessions
- 1.2m by children

200 bus services run by 22 different operators:

- Some are run commercially and not funded by SCC
- Some receive funding from SCC to ensure they can continue
- Over half of all passenger journeys in Surrey are on services that receive funding

Journeys by bus in Surrey

■ Adult ■ Concession ■ Child



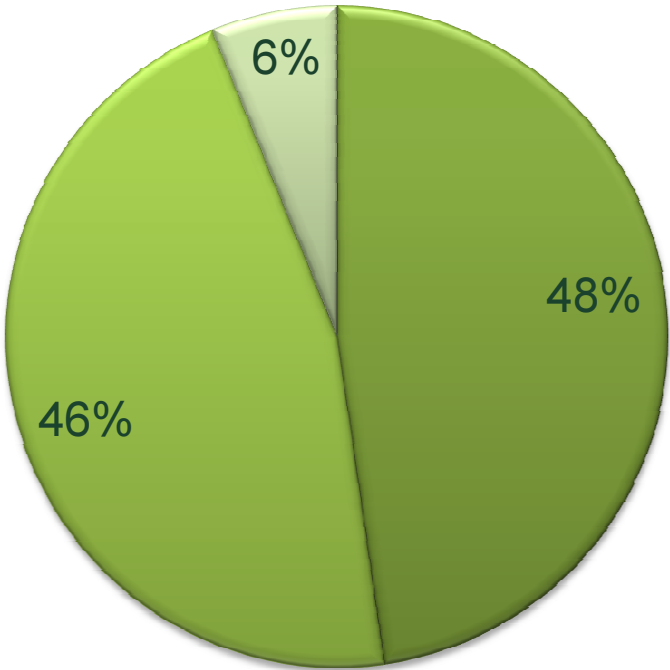
Current spend on Local Transport

In 2014/15 we are investing:

- £8.949m bus route support
- £8.676m concessionary fares reimbursement
- £1.125m BSOG

Types of funding support

■ Support ■ Concess fares ■ BSOG



Savings Options: Local Bus

Proposal:	In detail we would:
Renegotiate bus contracts	Renegotiate existing payments, inflation uplift, and length of contracts
Reduce local bus support	Review all routes and services, focus support on economic growth areas
Use developer contributions	Make wider use of developer contributions (eg S106 funds) to support bus service improvements
Market research	Joint marketing study with Surrey University to increase patronage and profitability
Community alternative	Work with 2 or 3 Parish Councils to develop a community-based alternative to rural buses

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HAVE YOUR SAY ON LOCAL TRANSPORT



SURREY

Savings Options: Concessionary Fares and Community Transport

Proposal:	In detail we would:
Concessionary Fares reimbursement	Review how we reimburse bus operators to ensure it offers best value
Concessionary Fare benefits	Review the value of the local 'extra' concessions: <ul style="list-style-type: none"> - Free disabled travel before 9.30 am or after 11.00 pm (Monday to Friday) - Free 'companion' passes
Commercialise Community Transport	Continue current work with the CT sector to foster growth and replace grant funding with contracts

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HAVE YOUR SAY ON LOCAL TRANSPORT



SURREY

Cabinet approval

Cabinet members authorised the following recommendations:

1. Carry out wide ranging consultation on proposed approach to seeking savings in Local Transport with partners, stakeholders, and the wider public during the period October 2014 to January 2015
2. At a cabinet meeting in Spring 2015, consider a report incorporating an equality impact assessment and costed proposals for change, taking into account the views expressed during the consultation



Public consultation launch

The consultation went live online on 8 October. This included:

- Web page and online survey at www.surreycc.gov.uk/transportreview
- Social Media advertising campaign via Facebook and Twitter

Posters and a hard copy of the survey:

- Directly to equality groups
- SCC offices, D&B offices, parish councils, resident associations
- Libraries, community centres, village halls, GP's, Sixth form colleges, citizen advice bureaux
- Bus stations, on buses and at our busiest bus stops

And we developed and are using:

- An easy read survey
- A youth focused survey



Other forms of communication

A variety of other communication mediums are being used with the main focus online. However there is a series of stakeholder events including:

- All 11 Local Committees and a Local Committee Chairman's meeting
- Disability group meetings (DANS, Empowerment Boards, Community Transport Groups)
- 2 Thematic forums (one for disabled/older people and the other for businesses/employment)
- Bus 'surgery' with Bus users UK and a NW Bus user group meeting
- Parish & Town councils (SSALC, Parish group meetings, work stream developing a rural transport alternative)



Approach to any service compromises

Bus services in Surrey have been divided into six categories for the Local Transport Review:

1. Commercial services not funded by SCC
2. Primarily commercially operated services
3. Primary supported services
4. Secondary supported services
5. Tertiary supported services
6. Supported school special services



Next steps of the public consultation

- Stakeholder meetings and events will continue throughout the winter
- Consultation will run through to 14 January 2015
- Officers will carefully analyse responses to inform decision making on what proposals are developed
- A Member Reference Group has been setup specifically for the review and will be engaged with throughout
- Share proposals at the Local Committee Chairman's meeting on 3 March 2015.
- Cabinet will consider proposals at a meeting in Spring 2015.



HAVE YOUR SAY ON LOCAL TRANSPORT



Have your say at
surreycc.gov.uk/transportreview
or call **0300 200 1003**
by 14 January 2015



SURREY

(Tabled document)

SCC LOCAL COMMITTEE IN ELMBRIDGE – 8 December 2014

AGENDA ITEM 7

PETITIONS

1. To receive a petition with 80 signatures from residents stating:

'We the undersigned residents of Ditton Reach/City Wharf House formally request SCC Local Committee (Elmbridge) kindly gives due consideration to installing either a Pedestrian Crossing or a traffic island by Ditton Reach in order to facilitate a safer crossing point. Residents include an older population and find particular difficulty in crossing this extremely busy road. Recently a resident suffered serious injury including a broken hip after being hit by a cycle whilst attempting to cross the road. Please kindly give due consideration.

We, the undersigned, are concerned residents who urge Elmbridge BC and Surrey CC to give due consideration to road safety issues around Ditton Reach.'

.....

(Tabled document)

2. To receive a petition with 124 signatures from residents stating:

‘We the undersigned petition SCC Local Committee (Elmbridge), to repair Walton Park Lane to a standard suitable for all existing users including waste collection vehicles.

1. The North end of Walton Park Lane off Rydens Road, which connects Hersham station with Rydens Road is in a bad state of repair with a continuous series of craters and potholes
2. This lane is used by adjoining garage owners, commuters, school children, cyclists and dog walkers: the craters and potholes are damaging our cars and present an ever increasing risk of injury to pedestrians and cyclists.
3. The heavyweight trucks used for multiple waste collections are the primary cause of damage to the lane.’



SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)

DATE: 08 DECEMBER 2014
LEAD OFFICER: CLAIRE SAUNDERS, SENIOR COUNTRYSIDE ACCESS OFFICER

SUBJECT: PETITION 2 – TO REPAIR WALTON PARK LANE TO A STANDARD SUITABLE FOR ALL EXISTING USERS INCLUDING WASTE COLLECTION VEHICLES.

DIVISION: WALTON SOUTH & OATLANDS

SUMMARY OF ISSUE:

A petition containing 124 signatures has been submitted for consideration at the meeting.

Wording of Petition

We the undersigned, petition SCC Local Committee (Elmbridge) to repair Walton Park Lane to a standard suitable for all existing users including waste collection vehicles.

1. The North end of Walton Park Lane off Rydens Road which connects Hersham station with Rydens Road is in a bad state of repair with a continuous series of craters and potholes.
2. This lane is used by adjoining garage owners, commuters, school children, cyclists and dog walkers: The craters and potholes are damaging our cars and present an ever increasing risk of injury to pedestrians and cyclists.
3. The heavyweight trucks used for multiple waste collections are the primary cause of damage to the lane.

Officer Response:

Walton Park Lane is an unregistered private lane with a public right to pass and repass on foot only. Therefore, the County Council, as highway authority, is only liable to maintain it to a standard suitable for pedestrian traffic. There are no public vehicular rights of access over Walton Park Lane. The residents are exercising a private right to use the Lane to access their properties and extend those private rights to the waste collection lorries.

The Countryside Access Officer for Elmbridge is aware of the issues on Public Footpath 35 (Walton & Weybridge) and has been out to inspect the route within the last two weeks. The surface of the Footpath is adequate for those passing and repassing on foot. The surface of the Footpath will continue to be monitored.

The surfaced section of footpath that is only accessible on foot does require vegetation clearance and this will be scheduled in over the winter. The width of the driven section of Walton Park Lane is sufficient to accommodate the public use.

Where a public right of way forms the access to properties or adjacent land, there may be a relatively large amount of wear and tear on the surface as a result of these additional uses. The Council's responsibility for maintenance of a footpath only extends to public use of the footpath; there is no duty to facilitate access to private properties.

Contact Officer:

Hannah Gutteridge, Countryside Access Officer - 03456 009009

**SCC LOCAL COMMITTEE IN ELMBRIDGE – 8 December 2014****AGENDA ITEM 5****PUBLIC QUESTIONS****Question 1: David Bellchamber (resident)**

With reference to Item 8 on the agenda. On the face of it the report might be seen as showing, with an increase in pedestrian activity, a shift in the proportions of pedestrians crossing at certain points. However the 2008 and 2012 surveys related only to the area of the footbridge/Health Centre/bus stop and not to pedestrians crossing further south. The numbers for that first area recited in all 3 surveys are not dissimilar being 227 in 2008, 201 in 2012 and 207 in 2014. Can the Committee accordingly find that the number of pedestrians crossing near the Health Centre/Bus stop remains relatively unchanged and the absence of a pedestrian refuge at the island there still creates a danger for those unable, for whatever reason, to change the habit of crossing at that point and resolve to regularly review this site for its suitability for reconfiguration, preferably with a dedicated pedestrian crossing, just as soon as funds become available?

I would also appreciate clarification of the report by the providing of times for the speed survey on 28th May 2014 (as they were in earlier surveys).

Response from SCC Highways:

The bus stops either side of the access road to the Health centre, one with dedicated layby, combined with the right turn lane, and driveway accesses, all mean that the construction of a pedestrian facility in this area, is not feasible without major design alteration, and cost.

As mentioned in the report the three new dedicated pedestrian refuge islands are being used and in particular, the new pedestrian refuge island, just south of the Health Centre, where now 109 pedestrians are crossing. Although pedestrians are continuing to cross between the islands could be due to the fact the centre hatching has now created a sterile carriageway area between islands, which in turn affords greater confidence for pedestrians.

The speed survey in 2012, was carried out utilising carriageway induction loops located on the carriageway over a 7 day period between the 14 - 20 July. The 85th percentile speed would have been affected by slower speeds during the morning and evening peaks.

A further survey was carried out on the 28th May 2014, which was a mid week day, the data being covertly collected using a laser speed device during the day in free flow traffic conditions, between the hours of 11.00 and 15.00. The speed of the lead platoon vehicle was recorded to enable a realistic insight into the actual speeds. There have been no instances of recorded personal injury accidents involving pedestrians.

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