

DRAFT

Minutes of the meeting of the
Elmbridge LOCAL COMMITTEE
held at 4.00 pm on 19 December 2016
at Council Chamber, Elmbridge Civic Centre, High Street, Esher, KT10 9SD.

Surrey County Council Members:

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

Borough / District Members:

- * Cllr Andrew Davis
- * Cllr Roy Green
- * Cllr Peter Harman
- * Cllr Malcolm Howard
- Cllr Andy Muddyman
- * Cllr T G Oliver
- * Cllr Mrs Mary Sheldon
- * Cllr Graham Woolgar

* In attendance

49/16 APOLOGIES FOR ABSENCE [Item 1]

No apologies for absence were received.

50/16 MINUTES OF PREVIOUS MEETING [Item 2]

The minutes were agreed with the following amendment in the 4th paragraph of minute item 46/16: 'Waitrose' to be replaced by 'the shopping centre'.

51/16 DECLARATIONS OF INTEREST [Item 3]

There were no declarations of interest.

52/16 CHAIRMAN'S ANNOUNCEMENTS [Item 4]

The Chairman informed the Local Committee that 5 Elmbridge groups had been successful with their applications to SCC's Community Improvement Fund and Local Centre Fund. Whiteley Village had received £12,000 , 2nd Thames Ditton Guides received £14,000, Hersham Youth Trust £25,000,

Walton on Thames Traders' Alliance (WoTTA) £9,000 and Molesey Business Association just under £5,000.

53/16 LOCAL COMMITTEE DECISION TRACKER (FOR INFORMATION) [Item 5]

The tracker document was noted.

54/16 UPDATE ON CHANGES TO ABELLIO BUS SERVICES (FOR INFORMATION) [Item 6]

Declarations of Interest: None

Officers attending: Paul Millin (Travel & Transport Group Manager)

Laurie James (Bus Service Planning Team Manager)

The Travel and Transport Group Manager introduced the item explaining that the bus provision in Surrey was through a mixture of services, but it was not all contracted by Surrey County Council (SCC). There were approximately 29 million trips in Surrey, of which 1.2m were children, 8m concessionary and the remaining approximately 20m were full fare paying.

He explained that Abellio had announced changes to services and had resigned from 9 services contracted to SCC in September 2016. SCC worked hard to find a solution with Abellio, but as it couldn't be found the team has worked to find replacements for the services Abellio have resigned from. It was unaffordable to replace like for like, but with marginal compromises and additional budget they have been able to provide the services detailed in Annex 1 to the report from 31 December 2016.

Member discussion:

Members praised the team on their hard work in such a short amount of time. Officers explained that the new arrangements were in place until the end of August as the contracts could not be awarded for any longer due to the uncertainty with the budgets.

Concern was expressed about some of the individual services and also about 'First' as they had previously pulled out of a contract in Surrey. Further questions were asked about the resilience of routes, the calculation of subsidies and how the subsidies compared to those in other local authorities.

The Travel and Transport Group Manager confirmed the service hadn't yet been given any savings targets for 2017/18.

The Local Committee resolved to note

(i) the report, including the alternative bus services to be provided from 31 December 2016, replacing the services Abellio has resigned from.

55/16 PETITIONS [Item 7]

Declarations of Interest: None

Officers attending: Nick Healey (Area Highway Manager NE)
Peter Shimadry (Senior Traffic Engineer)

Petition 1
Grove Way

A tabled response to the petition is attached (website version only) as Annex A to the minutes.

The lead petitioner Roger Higgins spoke in support of the petition with 351 signatures that he was presenting.

He explained that due to the state of the roads and pavements in: Grove Way, Cranbrook Drive, Parkwood Avenue, The Drive and Cranleigh Rd the action group was formed. Many people were keen to sign the petition due to their experiences. Some had suffered sprained ankles, broken teeth etc. The group had also carried out a traffic survey over a 3 day period from 6:30 am to 7 pm which recorded that on average 1200 cars per day used Grove Way. The speed of the traffic was monitored and it had been noted that a large number of council vehicles were using it as a shortcut. It was felt that the surface of the road was a safety issue with cyclists needing to swerve to avoid pot holes.

Mr Higgins cited responses made by officers and councillors when the issues had been discussed with them.

The Area Highway Manager explained that all the roads except Parkwood Ave had a concrete underlying structure with an asphalt overlay which had worn off. The appearance for these roads was bad and the ride quality was not good, but the concrete structure was in tact with no safety defects. A safety defect was one which was deeper than 40mm. Therefore these roads were not on any programme for resurfacing. However Parkwood Avenue was of asphalt construction with deeper defects and was on the project horizon programme for 2017/18.

As regards the footways the Area Highway Manager explained they were a difficult challenge. Many were surfaced with red tiles which many residents really liked and consider a heritage feature. The tiles were no longer manufactured and therefore if any footways with red tiles were repaired then the tiles would have to be replaced by asphalt, which many residents would not like. However he did consider the footways a higher priority. In response to the petition highways officers had carried out an ad hoc inspection of the carriageway and footway in the subject roads and 24 safety defects were found in the footways and 2 in the carriageways.

The response was for information only.

Petition 2
Meadowside Trees

A tabled response to this petition is attached (website version only) as Annex B to these minutes.

The lead petitioner, Mr Andrew Vautier, spoke in support of the petition with 54 signatures which he was presenting. He explained that Meadowside had been a very pretty road until recently when as the trees had deteriorated they had been removed. The trees had been planted in the 1930s and the removal of them had had a major impact changing the character of the area. All but one resident of Meadowside had signed the petition and he requested that the trees be replaced with a variety from the approved list.

He added he was aware that the footway was not as wide as the response stated it should be, but did not think the footway needed to be wide enough to allow two double buggies to pass.

The Area Highway Manager explained that society's attitudes to trees had changed, new trees would not be planted in the same hard surface plot where a tree had been previously as trees planted and that trees planted in a hard surface needed more space for cultivation. In addition SCC currently has no budget for tree planting or cultivation; the budget was purely for the maintenance of trees ensuring they were safe. As regards the width of the footway, the minimum of 1.6m was the latest standard in new developments.

Member discussion:

Members said this was an unfortunate situation as the whole road was in support and also questioned the need for such a large tree pit.

The divisional Member stated that if the scheme could be costed, he could look at contributing some of his Member allocation.

Tony Samuels left the meeting.

The response was for information only.

Petition 3 Heathside

A tabled response to this petition is attached (website version only) as Annex C.

The lead petitioner, Mr Peter Almond, spoke in support of the petition with 65 signatures which he was presenting. He used slides (attached as Annex Ci) and a short video.

He explained that the entrance and exit to Heathside is used by over 1000 vehicles per day and they were asking for two vital improvements. Firstly that the kerbstones were moved back by 1m to allow greater manoeuvrability.

He said, more importantly, that an independent survey had shown that approximately a quarter of the vehicles were using the island at the entrance to Heathside to do u-turns as well as a small number who were carrying out an u-turn illegally on the A309 itself. The slides and video showed a few near misses and the second request was that the island at the entrance be extended 3m into Heathside. Mr Almond also suggested another possibly better solution was to move the break in the central reservation to near the

Esher fire station. He ended by saying that the current situation was intolerable.

Cllr Roy Green left the meeting.

The Senior Traffic Engineer said he welcomed the information, but that, funding aside, he was concerned that extending the island would encourage drivers to go further into Heathside and turn around using residents' driveways. In addition statistics showed no collisions and funding needed to be allocated to collision hotspots.

The engineer moved on to the request for moving back the kerb line and explained that could lead to vehicles entering the road at a higher speed and it would move the vehicles closer to the pedestrians. In addition there could be utilities beneath the kerb. One solution could be to close the gap in the central reservation completely.

Member discussion:

The divisional Member said that moving the gap to near the fire station was an interesting suggestion, he would not want the gap to be closed and he proposed that improvements to the vicinity be kept on the priority list.

Further comments included a suggestion that the gap in the central reservation be closed on a trial basis.

The Area Highways Manager added that sadly there were plenty of sites with casualties, including the junction at Esher Green, which Heathside could not be prioritised above, but would be happy to keep it on the priority list.

Margaret Hicks seconded the proposal from Mike Bennsion, the divisional Member, to amend the recommendation to allow the scheme to be kept on the priority list for 2017/18.

The Local Committee agreed:

(i) to keep the Heathside scheme on the priority list for 2017/18.

Cllr Roy Green rejoined the meeting.

**Petition 4
Silverdale Ave**

Details of the petition are attached as Annex D to the minutes (website version only).

The lead petitioner, Debbie Chitty, spoke to support the petition with 32 signatures which she was presenting.

She explained that Silverdale Ave was a narrow cul de sac and was the only road in the area without parking restrictions. It was used for all day parking by visitors, employees of local businesses, school employees and contractors. In addition parents dropped off and picked up children for the local schools, which accounted for 300+ vehicles per day.

The all day parkers, often 4x4 vehicles, parked across driveways making it difficult for residents to access their properties. She added that the road had not been designed for this level of traffic, making the pot holes worse and there were also the health implications from the diesel to consider.

The divisional Member said he knew the road well, but the business in the local shops needed protecting and the issue should be considered as part of the parking review.

The Chairman confirmed a response would be provided at the next meeting on 27th February 2017.

56/16 PUBLIC QUESTION TIME [Item 8]

Two public written questions were received. The questions and responses are attached (website version only) as Annex E.

Question 1 from Ken Huddart (Claygate Parish Council):

The on street parking review covering Claygate is underway. Preliminary consultation was completed in October. Can the Local Committee outline the next steps in the process and whether key stakeholders such as Claygate Parish Council will be further consulted prior to formal recommendations being put to the Local Committee?

Mr Huddart asked a supplementary question about how the parking review will proceed.

The Area Highway Manager explained the divisional Member will see the proposals and then further engagement will take place if required.

Question 2 from Mr Mike Beaty-Pownall

In July 2014 the residents of Fir Close, W-o-T, made an application for parking control measures to counter an irrefutable threat to safety.

This application was subsequently rejected by the Parking Task Group at a meeting the date of which is unknown as are the reasons for such rejection.

We regularly have to deal with obstructive parking which forces us to drive over our neighbours' driveways (the police have confirmed that this is unacceptable) and with obstructive parking which prevents us from being able to get out of our road. If the residents cannot get in or out of the road then neither can emergency vehicles. In addition, we have to deal with threats of physical violence and verbal abuse (the police are aware that this happens).

Can you please explain why the Parking Task Group rejected this application and give assurance that this will have the highest priority in the forthcoming review for Walton.

As a supplementary question Mr Mike Beaty Pownall asked whether in light of 2.5 years of issues, would their request get priority?

Member discussion:

The road wasn't built to the current standard width, something needed to happen and Elmbridge BC needed to be informed if the refuse lorries were unable to gain access to the road. Concern was also expressed about the severity of threats towards the residents from drivers parking in the road.

The Chairman confirmed that the residents' request would have priority in the upcoming parking review.

57/16 MEMBER QUESTION TIME [Item 9]

Four Member questions had been received from Councillor Roy Green. The questions and responses are attached (website version only) as Annex F.

Question 1: Pedestrian Crossing – Molesey Rd, Hersham (centre of village)

Could the officers please look into the safety aspects of this pedestrian crossing? I have received many complaints that pedestrians (on the left hand side facing north) had not been seen due to parked cars on a slight bend and the new street lights are not as bright as previously, therefore the crossing is not as well-lit at night as it should or could be.

Local councillors have been told via planning that Lidl are providing a new pelican crossing in the centre of Hersham, could this please be confirmed and local people kept in the picture as to when and how this will affect the current crossing.

Members discussion: RG said that the junction was particularly bad at night and questioned whether lights should be installed on the crossing. The Area Highway Manager said the junction would be looked at as part of the review.

As regards the Lidl development, the Senior Traffic Engineer advised that it was still in consultation and the final designs were not yet confirmed, but it would be monitored.

RG asked to be kept informed.

Question 2. **Hersham Library**

Could the officers please enlighten me as to what progress is being made to extending Hersham Library as mentioned by the Chairman of this committee in a recent publication?

Question 3. **Flooding: Burwood Park Rd, Hersham**

Can the officers please look into the drainage problems in Burwood Park Road/Mayfield Road and Woodside Avenue, Hersham as follows:

A resident reports that all the gulleys for both sides of the Burwood Park Road stretch are full of debris up to the gratings and do not appear to have been cleaned for two years.

Question 4. **Cycle Path, Queens Rd, Hersham**

A local resident writing for the Hersham Residents Association has asked me to enquire what action is being taken to provide a cycle path on Queens Road and various other routes through Hersham following their letter to Mr Sharpington on the 27th June, 2016.

Cllr Andrew Davis left the meeting.

58/16 HIGHWAYS UPDATE (EXECUTIVE FUNCTION) [Item 10]

Declarations of Interest: None

Officers attending: Nick Healey (Area Highway Manager NE)
Peter Shimadry (Senior Traffic Engineer)

The Area Highway Manager (AHM) introduced the report stating that the divisional programme work for 2016/17 was progressing well, much was complete or would be imminently.

As regards the Long Ditton Trust Fund, the charity commission had confirmed it could be used for either revenue or capital work.

Cllr Andrew Davis rejoined the meeting.

The AHM said he would note the request of the divisional Member for the Moleseys for dropped kerbs in Fleetside and Hurst Park.

The AHM brought the Committee's attention to the recommended schemes in paragraphs 2.18 to 2.22 for feasibilities to be funded from the £270,000 income from the Parking Agency Agreement. Once the feasibilities were complete the service could apply for Community Infrastructure Levy funding from Elmbridge Borough Council.

Member discussion: Members asked for more information on the Bridge Street improvements and the Milbourne Lane scheme. There was a suggestion that a feasibility may have already been carried out at Hersham station as part of the Weylands planning application.

The AHM said he would check whether a recent feasibility study for Hersham station existed and added that a further meeting would take place in January to discuss the 20% of project horizon roads to be put forward for inclusion in the programme. The scoring previously requested would be circulated prior to the meeting.

Members of the new Brooklands Transport Study Group were nominated and seconded.

The Local Committee resolved to:

- (i) Approve the projects detailed in paragraph 2.9 to invest the permanent endowment arising out of the Long Ditton Trust (paragraphs 2.6 to 2.10 refer);
- (ii) Approve the programme of projects detailed in paragraph 2.17 to invest £100,000 income from the Parking Agency Agreement that was previously allocated by the Local Committee to develop Committee's Cycling Strategy (paragraphs 2.14 to 2.22 refer);
- (iii) Approve the programmes of projects detailed in paragraphs 2.19, 2.20 and 2.21 to invest £270,000 income from the Parking Agency Agreement that was previously allocated by the Local Committee to develop Integrated Transport Schemes (ITS) (paragraphs 2.14 to 2.22 refer);
- (iv) Delegate authority to the Area Highway Manager in consultation with the Chairman and Vice Chairman to finalise the list of schemes for inclusion in the Horizon Roads Major Maintenance (HRMM) programme by 31st January 2017 (paragraphs 2.26 to 2.28 refer);
- (v) Establish a new Steering Group to oversee the development and delivery of the Brooklands Transport Study (paragraphs 2.35 to 2.37 refer) **with Cllr Peter Harman, Mr Ramon Gray and Mrs Margaret Hicks as Members.**
- (vi) Authorise the Area Highway Manager in consultation with the Chairman and Vice Chairman to decide Divisional Programmes for next Financial Year 2017-18, in the event that individual Divisional Members have not confirmed their priorities by 31st December 2016 (paragraphs 2.38 and 2.39 refer);
- (vii) Approve the introduction of three new bus stop clearways in Sugden Road, Long Ditton, at three existing bus stops detailed in Annex F (paragraph 2.40 refers);
- (viii) Authorise the Area Highway 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 2017-18 Highways programmes funded by the Local Committee to be decided in good time to facilitate timely delivery of those programmes, to facilitate investment of income from the Parking Agency Agreement in various schemes in Elmbridge and for a group of Members to oversee the development and delivery of the Brooklands Transport Study.

59/16 DATE OF NEXT MEETING [Item 11]

The date was noted.

Meeting ended at: 6.08 pm

Chairman

PETITION 1

ITEM 7

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)

DATE: 19TH DECEMBER 2016
LEAD OFFICER: NICK HEALEY, AREA TEAM MANAGER (NE)
SUBJECT: PETITION RESPONSE – GROVE WAY ETC
DIVISION: THE DITTONS



SUMMARY OF ISSUE:

Concerns have been raised about the condition of footways and carriageways in Grove Way, Cranbrook Drive, Parkwood Avenue, The Drive and Cranleigh Road.

RECOMMENDATIONS:

For information only.

REASONS FOR RECOMMENDATIONS:

N / A.

1. INTRODUCTION AND BACKGROUND:

- 1.1 A petition with 351 signatures has been received raising concerns about the condition of a number of roads in Esher. The petition reads:

We, the undersigned, would like to draw the attention of the Surrey County Council Highways Department to the appalling and dangerous condition of the roads and pavements of Grove Way, Cranbrook Drive, Parkwood Avenue, The Drive and Cranleigh Road, KT10.

We would like the roads and pavements to be resurfaced as required to avoid pedestrian accidents, damage to bicycles and riders, damage to motor vehicles and also possible injuries to the Metropolitan Police horses that regularly use the roads.

2. ANALYSIS:

- 2.1 Neither Grove Way, Cranbrook Drive, The Drive nor Cranleigh Road feature on any programme of maintenance works.
- 2.2 In Grove Way, Cranbrook Drive, The Drive and Cranleigh Road the carriageways have a concrete underlying structure, which in the past has been overlaid with a thin asphalt overlay. This overlying asphalt has worn off in places, making the road appear very untidy from an aesthetic point of view, and making the ride quality very poor. However because the asphalt overlay is thinner than 40mm, the carriageways in these roads are unlikely ever to form any safety defects, and therefore for the foreseeable future they will be a low priority for significant maintenance works.

PETITION 1**ITEM 7**

- 2.3 In Parkwood Avenue by contrast, the carriageway is an entirely asphalt construction. The underlying structure is not in good condition, resulting in Safety Defects forming relatively frequently in the top surface. Parkwood Avenue is listed in the provisional major roads maintenance programme for resurfacing in 2017-18 – the complete length from The Drive to The Woodlands (310m).
- 2.4 The footways in these roads are a mix of asphalt and red tiled construction. The red tiled footways are a mixed blessing: many residents prize the red tiled footways as a heritage feature of this area, but on the other hand tiled footways are more prone to forming Safety Defects than asphalt footways, they are more expensive to maintain, and over the years we have had a number thefts of significant areas of tiles.
- 2.5 The Highways Asset Management Strategy, which was approved by Surrey County Council's Cabinet in June 2016, anticipates approximately £3M funding for footway resurfacing per annum over the next few years. To resurface a footway costs approximately £1M per mile for both sides for typical residential roads. There are approximately 3,000 miles of roads in Surrey. It is estimated that it would cost £80M to bring all footways in Surrey up to a good standard. In this context we are obliged to prioritise those footways in the very worst condition, and to moderate our prioritisation according to the level of use of footways – for example high pedestrian use in town centres, near hospitals, schools, and other community facilities.
- 2.6 The Local Committee does have funding for Highway maintenance works, but the demands on the Local Committee's Highways budgets far exceed the available budget. In a typical financial year the Local Committee is able to promote 10 to 12 significant maintenance schemes – involving the resurfacing of a carriageway or footway. There are over 80 maintenance schemes on the Local Committee's list for consideration for 2017-18. The Local Committee must also balance demands for new infrastructure, for example new pedestrian crossings, traffic calming, cycle routes and so on.
- 2.7 Ultimately it is up to the Local Committee to decide whether to prioritise any carriageways and / or footways, which are the subject of this petition, for resurfacing works. From a technical point of view, the only carriageway that would be considered a high priority would be Parkwood Avenue, and this is on the provisional programme for 2017-18.
- 2.8 Whether or not the footways should be a high priority is more debatable. On one hand the tiled footways are deteriorating, and require frequent localised repairs, which the Local Committee funds through its revenue budget by means of the Community Gang. So arguably the tiled footways should be considered a high priority for the Local Committee's budgets. On the other hand if these footways were to be resurfaced, the tiles would be replaced with asphalt, which would be disappointing to many local residents.
- 2.9 In response to this petition the Highways Team have undertaken an ad hoc inspection of all the subject roads. A number of Safety Defects were found – 24 Safety Defects in footways and 2 in carriageways. Repairs for these are being arranged. Tiled areas of footways are in generally poor

PETITION 1

ITEM 7

condition especially where combined with significant trees/hedges, both Highway and in private gardens.

3. OPTIONS:

3.1 Not applicable.

4. CONSULTATIONS:

4.1 Not applicable.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 Not applicable.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding.

7. LOCALISM:

7.1 Not applicable.

8. OTHER IMPLICATIONS:

8.1 None.

9. CONCLUSION:

9.1 Ultimately it is up to the Local Committee to decide whether to prioritise any carriageways and / or footways, which are the subject of this petition, for resurfacing works. From a technical point of view, the only carriageway that would be considered a high priority would be Parkwood Avenue, and this is on the provisional programme for 2017-18.

9.2 The tiled footways are in generally poor condition. However if these were to be resurfaced the tiles would be replaced with asphalt.

10. WHAT HAPPENS NEXT:

10.1 Not applicable.

Contact Officer: Nick Healey, Area Team Manager (NE)

Consulted: Not applicable

Annexes: None

Sources/background papers: None.

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PETITION 2

ITEM 7

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)

DATE: 19TH DECEMBER 2016
LEAD OFFICER: NICK HEALEY, AREA TEAM MANAGER (NE)



SUBJECT: PETITION RESPONSE – MEADOWSIDE TREES

DIVISION: WALTON SOUTH AND OATLANDS

SUMMARY OF ISSUE:

Over the years the trees in Meadowside have reached the end of their lives and have been removed.
A petition has been received calling for replacement trees to be provided.
The footways in Meadowside are too narrow to accommodate necessary tree pits for new tree planting.

RECOMMENDATIONS:

For information only.

REASONS FOR RECOMMENDATIONS:

Not applicable.

1. INTRODUCTION AND BACKGROUND:

1.1 Over the years the trees in Meadowside have reached the end of their lives and have been removed.

1.2 A petition has been received, signed by 54 signatories, calling for replacement trees to be provided. The petition reads as follows:

We, the undersigned residents of Meadowside, Walton-on-Thames petition Surrey County Council to replace felled trees on our road.

- Until recently Meadowside was one of the prettiest roads in the neighbourhood every spring / summer because of the flowering trees.*
- Trees have been present there since the road was first developed in the 1930s.*
- Previous trees have not been adequately maintained by Elmbridge Borough Council leading to deterioration and decay.*
- Old and diseased trees have been felled and not replaced.*
- This has had a major impact on the look and feel of our road and has changed the character of the area.*
- Trees are essential to restore the local street scene and maintain the urban tree canopy.*
- We ask that Surrey County Council support us and Elmbridge Borough*

PETITION 2**ITEM 7**

Council in planting trees on the road.

- *Furthermore that maintenance of the trees must not be left to the residents.*
- *We acknowledge that they will need to be planted in the pavement but the original trees had given good service for 75 years or more; we are asking for replacement of what we have lost using trees from your approved list.*

1.3 Meadowside is a residential road in Walton-on-Thames. It has footways on both sides of the road, but no grass verges. The previous trees had been located directly in the asphalt footway surface.

1.4 General guidance for tree planting is available on Surrey County Council's website here: <https://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/planting-trees-on-the-highway>

2. ANALYSIS:

2.1 Surrey County Council welcomes tree planting in appropriate locations. Normally planting of new trees is restricted to grass verges, which are wide enough to accommodate the tree without risk of damage to the adjacent footway. A grass verge must be wider than 1m to be considered.

2.2 If there is no grass verge available, as is the case in Meadowside, there must be space for a tree pit of approximately 1m by 1m for any planting of new trees. The footway must be wide enough to accommodate the new tree pit without creating an obstruction for pedestrians.

2.3 For two double buggies or two wheel chairs to pass comfortably, a width of 1.6m is needed. A kerb is 0.1m wide. What this means in practice is that any footway narrower than 2.7m (1m + 1.6m + 0.1m) is too narrow to accommodate new tree pits for planting of new trees.

2.4 The footways in Meadowside are approximately 2.2m wide, and are therefore too narrow to accommodate the necessary tree pits for new tree planting.

3. OPTIONS:

3.1 Not applicable.

4. CONSULTATIONS:

4.1 Not applicable.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 Not applicable.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding.

PETITION 2

ITEM 7

7. LOCALISM:

7.1 Not applicable.

8. OTHER IMPLICATIONS:

8.1 None.

9. CONCLUSION:

9.1 The footways in Meadowside are too narrow to accommodate necessary tree pits for new tree planting.

10. WHAT HAPPENS NEXT:

10.1 Not applicable.

Contact Officer: Nick Healey, Area Team Manager (NE)

Consulted: Not applicable

Annexes: None

Sources/background papers: None.

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PETITION 3

ITEM 7

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)



SURREY

DATE: 19TH DECEMBER 2016
LEAD OFFICER: NICK HEALEY, AREA TEAM MANAGER (NE)
SUBJECT: PETITION RESPONSE – HEATHSIDE JUNCTION
DIVISION: HINCHLEY WOOD, CLAYGATE & OXSHOTT

SUMMARY OF ISSUE:

Concerns have been raised about safety at the junction of Heathside and the A309 Kingston Bypass.
A petition has been received calling for highways measures to be installed, including realigning the kerb and extending the existing island.

RECOMMENDATIONS:

It is recommended that a scheme to alter the road layout at Heathside not be progressed at this time.

REASONS FOR RECOMMENDATIONS:

With consideration of the issues at the location, and of current prioritisation of potential schemes and available funding.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Concerns have been raised about safety at the junction of Heathside and the A309 Kingston Bypass.
- 1.2 The concerns are with regard to over-running of the existing kerbs by vehicles near to the junction, and of drivers using the mouth of the junction to turn from eastbound to westbound on the A309 Kingston Bypass.
- 1.3 A petition has been received, with 65 signatories, calling for highways measures to be installed, including realigning the kerb and extending the existing island. The petition reads as follows:

*To the members of the Elmbridge/SCC Committee,
ENTRANCE TO HEATHSIDE, HINCHLEY WOOD*

The attached petition with 65 signatures expresses the rising concerns of local residents that the entrance to Heathside is an increasing danger to everyone entering and leaving our estate of 200 homes.

Heathside is unique in the area in being the ONLY way in and out of a residential estate for wheeled vehicles, including cycles, wheelchairs and baby carriages. (A pedestrian cut-through to the shops requires a climb over steps at the station.) Of the 500 or so residents of Heathside, Heathside Close, Harefield and Medina about 200 have use of some 400 vehicles. These are augmented by scores of service and delivery vehicles. Our main concerns are:

PETITION 3

ITEM 7

1/That the 90-degree left turn on entering Heathside — designed in the 1930s— is no longer fit for purpose as it is too tight and blind for the volume and size of today's vehicles. So many larger vehicles are forced to go over the kerbstones that they have to be replaced every two or three years.

We request that this kerb be pulled back closer to the path by about one metre, enabling better manoeuvrability.

2/MORE IMPORTANTLY, The triangular traffic island at the mouth of the entrance is improperly and increasingly being used as a roundabout by vehicles wanting to turn back onto the A309 — primarily to turn left on Uttleworth Road just past the fire station. This is a short cut to the back of Esher and to Claygate, particularly at morning and evening rush hours when traffic is heavy into Esher along Portsmouth Road and around the Scilly Isles.

It is not illegal, but it is clearly a rising danger to drivers simply wanting to enter and exit Heathside, and to cyclists and pedestrians who do not expect such movements. It should be noted that there is already a proposal, listed as ME— 247693 by Surrey Highways, to rebuild the footpath there as a cycle/footpath to link the Hinchley Wood lights with cycle lanes already established by 5CC along Portsmouth Rd and Hampton Court Rd. Should this proceed, U-turning traffic at Heathside will cause even more danger to cyclists and pedestrians unless something is done.

An independent, 12-hour video analysis of the entrance by Traffic Watch (UK), taken on Tuesday, 22 Nov1 2016, showed that nearly 300 vehicles did U-turns around the bollards at the Heathside entrance, including 11 which did it illegally on the dual carriageway itself, between 7.30am and 7.30pm. This is just ONE DAY.

A more detailed analysis by myself unveiled a further 11 U-turning vehicles, bringing the total to 296. A further 388 vehicles exited Heathside and 454 entered during this time, on a fairly light day. U-turners therefore totalled almost one in three of all Heathside traffic.

Extracts of the video showing several hairy incidents are planned to be presented to the committee at its meeting on 19 December. All residents here have had similar experiences. In order to deal with this we propose:

That the triangular traffic island be extended about three metres into Heathside with high-sided concrete to prevent vehicles from turning here.

This would not prevent vehicles from travelling deeper into Heathside and turning into driveways or around the grass triangle at the junction with Medina but, as saving time is apparently of greatest concern to the U-turners, it should be a cheap and simple deterrent. They can always reach Claygate or Esher by turning right into Manor Rd South at the Hinchley Wood traffic lights. Fire and ambulance officers at Esher Fire Station say they would not be concerned if they had to turn at Claygate Lane on the A309 as they would be returning from shouts, not going to them.

2. ANALYSIS:

- 2.1 Works to alter the road layout at the entrance to Heathside are not currently on any programme of works. The Local Committee may choose to allocate funding in a future Financial Year, but is advised to weigh up the relative priority of such a scheme compared to the other demands on the Local Committee's budgets.

PETITION 3

ITEM 7

- 2.2 Surrey Highways, in partnership with the police and travel advisors, identify locations with a poor safety record by analysing collision data. Assessment potentially leads to the development of measures such as physical changes, enforcement, or educational campaigns. Available records show the current layout has been in place for a number of years. Collision data provided by Surrey Police records one incident involving injury has taken place in the last five years, involving a cyclist on the A309 making their way through traffic being hit by a car turning right into Heathside. These records suggest that the current layout has been successful in safety terms. As funding for road safety improvements is prioritised to those locations which are known collision hotspots, specific road safety funding for measures could not be justified when compared with other locations.
- 2.3 It is recognised that the kerbs near the entrance to Heathside are subject to over-running by some vehicles. A scheme to alter the kerb line would require significant funding and likely drainage works as well as kerb works. Any design would need to consider impact on the speeds of vehicles entering Heathside as well as impact on pedestrians who would be closer to the traffic.
- 2.4 The proposed extension of the island at the mouth of the junction may provide the results stated in the petition. However, it may lead to drivers turning in Medina Avenue or in private drives or using vehicle crossovers where the footway is wide. It may also lead to an increase in illegal U-turns on the A309. This potentially creates a greater risk to safety than the current arrangement. Alternative options may include closing the gap in the central reserve on the A309 so that right turns are no longer possible. However, this may be unpopular with residents as it would require a lengthy diversion of approximately 1.5 miles via the Claygate Lane roundabout, plus passing twice through the traffic signals at Manor Road North/South. Any design would need to consider these impacts.
- 2.5 Should the footway on the south side of the A309 be improved and/or converted to a shared-use facility for pedestrians and cyclists the arrangements at the junction could be reviewed. Pavement Horizon is a £20m project to undertake restoration of Surrey's pavements which will be delivered over a five to six year period from 2016 - 2021/22. To date, there has not been any funding allocated to improve the footway at this location.
- 2.6 With consideration of the above, and of current prioritisation of potential schemes and available funding, it is not recommended that a scheme to alter the road layout at Heathside be progressed at this time. In the meantime the County Council will continue to inspect Heathside for safety defects as part of its routine inspection schedule, and would of course respond to any reports of specific safety defects made by residents.
- 2.7 Residents may be interested in the Drive Smart partnership between Surrey Police and Surrey County Council, which has the aims of reducing road casualties, tackling anti-social driving and making the county's roads safer and less stressful for everyone. The below website includes information on enforcement, education and community initiatives.

<http://www.drivesmartsurrey.org.uk/i-am-worried-about-the-safety/>

www.surreycc.gov.uk/elmbridge

PETITION 3**ITEM 7**

- 2.8 Concerns regarding driver behaviour may be raised to Surrey Police's Road Safety and Traffic Management Team, who are responsible for enforcement. You may find the following websites useful

<http://www.surrey.police.uk/contact-us/report-online/report-anti-social-behaviour-and-driving/>

https://my.surrey.police.uk/SPLOnlineReportingWeb/Content/AntiSocialDriving/?category=Anti_social_driving

3. OPTIONS:

- 3.1 Not applicable.

4. CONSULTATIONS:

- 4.1 Not applicable.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 Not applicable.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding.

7. LOCALISM:

- 7.1 Not applicable.

8. OTHER IMPLICATIONS:

- 8.1 None.

9. CONCLUSION:

- 9.1 With consideration of the issues at the location, and of current prioritisation of potential schemes and available funding, it is not recommended that a scheme to alter the road layout at Heathside be progressed at this time.

10. WHAT HAPPENS NEXT:

- 10.1 Not applicable.

Contact Officer: Nick Healey, Area Team Manager (NE)

Consulted: Not applicable

Annexes: None

Sources/background papers: None.

Petition 3

Heathside

Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6

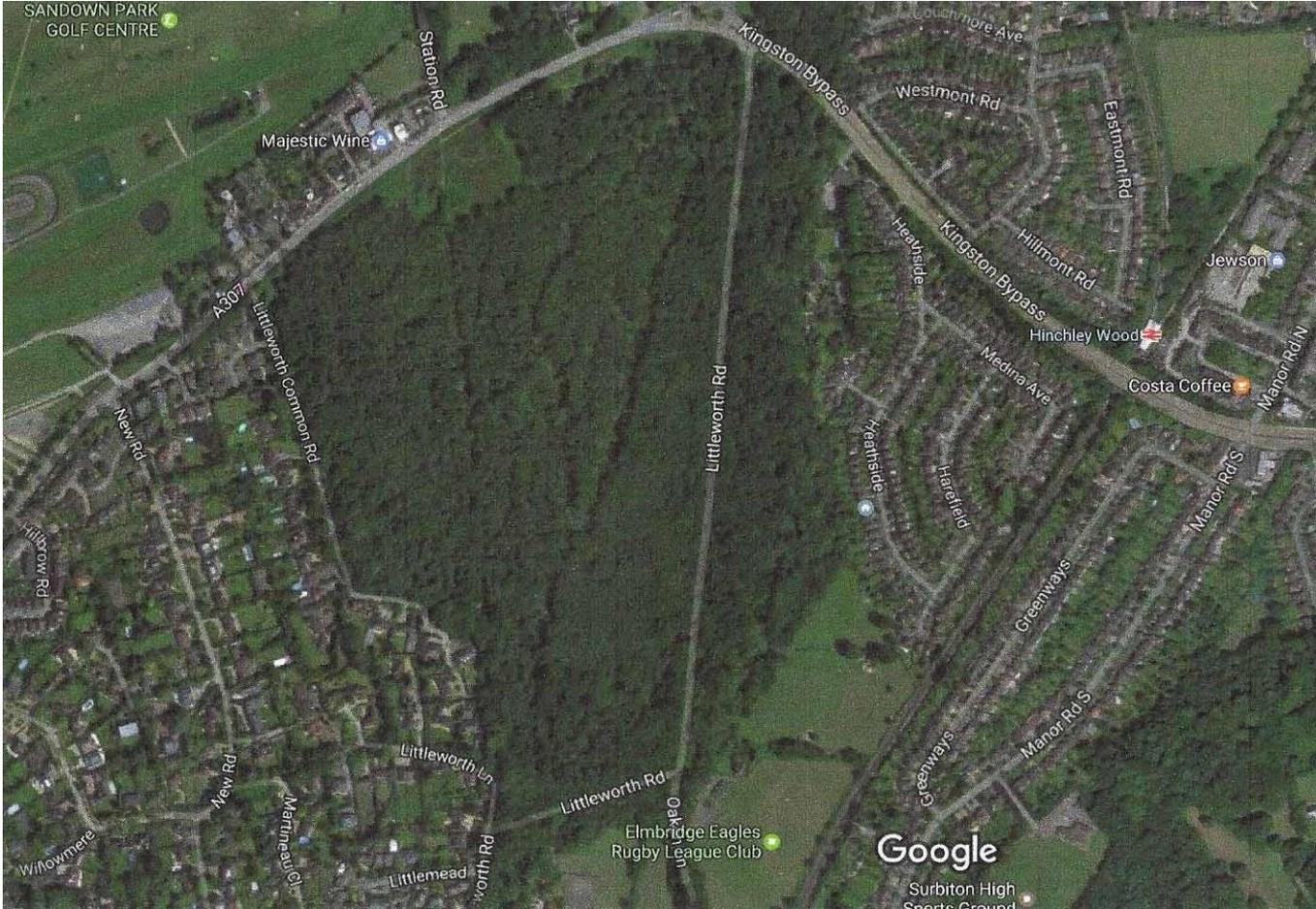


Photo 7

Traffic Watch (UK) Ltd
Phone: 01689 824292

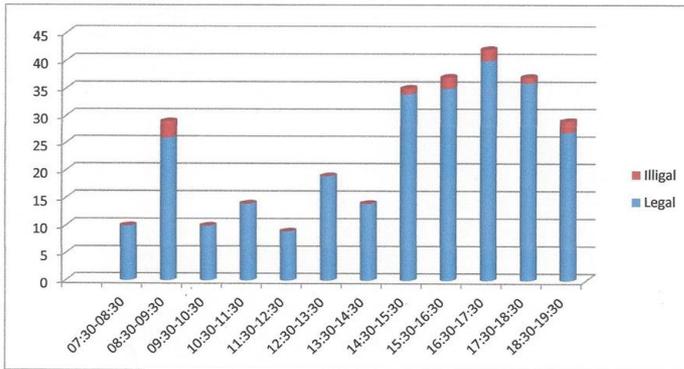


Illegal Movements

Time	Vehicle
08:30:31	Car
08:54:29	Car
09:27:38	LGV
15:09:42	Car
15:34:59	Car
16:07:29	Car
16:49:19	Car
17:17:19	Car
17:36:07	LGV
19:17:53	Car
19:19:17	Car

Hourly Summary

	Legal	Illigal	Total
07:30-08:30	10	0	10
08:30-09:30	26	3	29
09:30-10:30	10	0	10
10:30-11:30	14	0	14
11:30-12:30	9	0	9
12:30-13:30	19	0	19
13:30-14:30	14	0	14
14:30-15:30	34	1	35
15:30-16:30	35	2	37
16:30-17:30	40	2	42
17:30-18:30	36	1	37
18:30-19:30	27	2	29
Day Total	274	11	285



Page 20

Traffic Watch (UK) Ltd
Phone: 01689 824292



Observation Survey

Site: Heathside
Location: Esher, Surrey
Date: Tuesday 22nd November 2016
Time: 07:30-19:30
Weather: Dry

Legal Movements

Time	Vehicle	Time	Vehicle	Time	Vehicle	Time	Vehicle	Time	Vehicle
11:14:34	Car	14:53:42	Car	16:19:28	Car	17:48:07	Car		
07:33:00	Car	14:55:17	Car	16:21:02	Car	17:51:01	Car		
07:42:08	LGV	14:59:18	Car	16:21:40	Car	17:52:14	Car		
07:46:19	Car	15:00:30	Car	16:23:40	Car	17:55:56	Car		
08:08:52	Car	15:00:48	Car	16:25:53	Car	17:57:46	Car		
08:12:55	Car	15:03:19	Car	16:29:55	Car	17:59:08	Car		
08:20:30	Car	15:05:28	LGV	16:31:14	LGV	18:00:43	Car		
08:25:52	Car	15:07:05	Car	16:33:18	Car	18:00:46	Car		
08:28:01	Car	15:09:58	Car	16:35:37	Car	18:03:11	Car		
08:29:14	Car	15:10:32	Car	16:36:12	Car	18:04:30	Car		
08:30:25	Car	15:11:56	Car	16:39:45	Car	18:04:50	Car		
08:33:42	Car	15:18:47	Car	16:42:02	Car	18:06:18	Car		
08:33:45	Car	15:18:51	Car	16:45:13	Car	18:06:53	Car		
08:35:38	Car	15:20:06	LGV	16:49:24	Car	18:07:29	Car		
08:35:47	LGV	15:24:09	Car	16:49:55	Car	18:08:30	Car		
08:38:37	Car	15:24:16	Car	16:51:10	Car	18:10:25	Car		
08:45:39	Car	15:24:26	Car	16:51:42	Car	18:12:22	Car		
08:45:57	Car	15:24:36	Car	16:52:09	LGV	18:13:10	Car		
08:47:27	Car	15:27:02	Car	16:52:50	Car	18:13:51	Car		
08:47:57	Car	15:27:40	Car	16:54:20	Car	18:14:59	Car		
08:48:57	Car	15:27:48	Car	16:54:26	Car	18:17:01	Car		
08:49:24	Car	15:27:56	Car	16:55:32	Car	18:18:12	Car		
08:51:34	Car	15:28:29	LGV	16:57:33	Car	18:20:19	Car		
08:54:29	Car	15:28:37	LGV	16:57:44	Car	18:21:04	Car		
08:56:33	Car	15:29:12	Car	16:59:09	Car	18:22:41	Car		
08:57:33	Car	15:29:21	Car	16:59:20	Bus/Couch	18:27:45	Car		
08:58:07	Car	15:30:02	Car	17:00:17	Car	18:29:07	Car		
08:59:02	Car	15:30:04	Car	17:01:05	Car	18:30:01	Car		
09:02:09	Car	15:30:21	Car	17:01:33	Car	18:30:18	Car		
09:07:21	LGV	15:30:43	Car	17:02:14	Car	18:33:06	Car		
09:07:24	Car	15:31:46	Car	17:03:12	Car	18:36:18	Car		
09:08:31	Car	15:32:12	Car	17:04:33	Car	18:37:05	Car		
09:10:28	Car	15:35:38	Car	17:05:14	Car	18:37:28	Car		
09:17:33	Car	15:38:24	Car	17:07:57	Car	18:39:08	Car		
09:20:36	Car	15:39:09	Car	17:08:30	Car	18:39:13	Car		
09:28:55	LGV	15:39:48	Car	17:14:24	Car	18:40:43	Car		
09:34:01	Car	15:40:15	Car	17:14:59	Car	18:41:35	Car		
09:34:17	Car	15:42:36	Car	17:16:22	Car	18:44:21	Car		
09:37:02	Car	15:49:35	Car	15:43:12	Car	18:46:06	Car		
09:37:06	Car	15:55:20	MGV	15:45:18	Car	18:47:32	Car		
09:41:53	Car	15:59:53	LGV	15:48:03	Car	18:47:46	Car		
09:53:02	Car	14:00:57	Car	15:55:49	Car	18:48:35	Car		
10:08:36	LGV	14:18:44	Car	15:56:43	Car	18:48:44	Car		
10:11:11	Car	14:22:17	Car	15:56:50	LGV	18:49:50	Car		
10:20:35	Car	14:26:41	Car	16:00:11	Car	18:50:24	Car		
10:27:01	LGV	14:28:23	MGV	16:00:21	Car	18:50:27	Car		
10:30:33	Car	14:28:28	Car	16:04:16	Car	18:56:20	Car		
10:34:52	Car	14:32:23	Car	16:05:33	Car	19:04:47	Car		
10:38:02	LGV	14:35:59	Car	16:05:57	LGV	19:04:49	Car		
10:42:16	Car	14:42:26	Car	16:12:01	Car	19:11:47	Car		
10:44:31	Car	14:43:29	Car	16:13:37	Car	19:12:29	Car		
10:54:15	LGV	14:45:35	Car	16:15:14	Car	19:23:21	Car		
10:55:21	Car	14:50:08	Car	16:17:15	Car	19:24:47	Car		
10:55:35	Car	14:52:54	Car	16:18:01	Car	19:27:36	Car		
11:00:15	LGV	14:53:09	Car	16:18:53	Car				

Photo 9



Photo 10



Photo 11

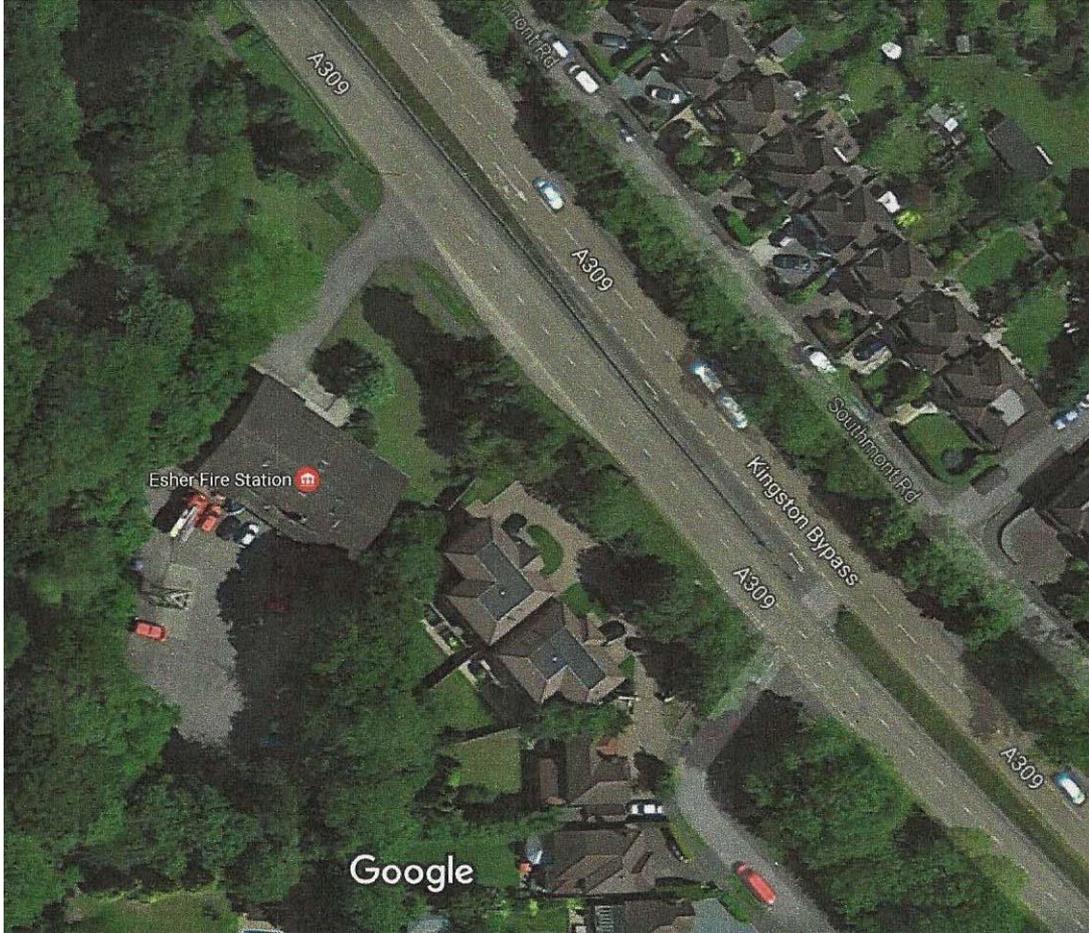


Photo 12

CAM 1



Page 24

Minute Item 55/16

Photo 13

CAM 1

2016-11-22
15:28:39:43



Page 25

Minute Item 55/16

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PETITION 4

ITEM 7



SURREY

SCC LOCAL COMMITTEE IN ELMBRIDGE – 19 December 2016

AGENDA ITEM 7

PETITIONS

To receive a petition with 32 signatures from a resident, Debbie Chitty, requesting Surrey County Council to introduce restricted parking in Silverdale Avenue and place it on an equal footing with all the other surrounding local roads.

The petition states:

Introduction

Silverdale Avenue is a residential road in Oxshott. There are no retail or commercial premises in the road, which is approximately 400 meters long and is in fact, a cul de sac. Any visitor to the area would assume that it is a quiet road and a peaceful place to live and bring up a family and this is how it used to be. However, now it is a road that suffers from significant all day (during working hours) on street parking by non residents and at various times during the day, an extremely high volume of traffic that often renders the road impassable. These developments have significantly increased the safety risks faced by the school children and adults who use the road as pedestrians.

This paper reviews how this situation has come about and sets out some measures that should improve the situation and benefit the local community. It also requests that the relevant local authorities review the position and take the necessary steps to effect improvements.

Traffic issues facing Silverdale Avenue

Silverdale Avenue suffers from two main traffic issues at present:-

All day parking

1. There is a significant amount of all day parking by non residents during working hours. This effectively turns the road into a one way street. It also means that people visiting properties in Silverdale Avenue often have great difficulty finding a parking space. Additionally, residents also frequently have significant problems accessing their own properties, particularly at the peak times for school traffic.

School short cut

2. At school drop off and pick up times there is a significant flow of traffic. Although there is an exit point from Broom hall onto the A244, for some reason this is permanently closed. The school vehicles therefore have to turn round and exit Silverdale Avenue at the same time as other school vehicles are trying to enter it. Combined with the all day parking, the road often becomes impassable. Residents setting off to work have extreme difficulty leaving their houses and exiting the road at these times.

The excess volume of traffic and all day parking presents a serious safety hazard, particularly in view of the large number of pedestrians using the road, of which a large number are young children going to school. In addition, the excess volume of

PETITION 4**ITEM 7**

traffic has already caused significant damage to the road and environmental/health problems are highly likely to have increased.

Because of driver frustration, vehicles often mount the pavements with all the consequent safety risks and damage to property/vehicles that action results in.

It is also highly probable that during the school traffic periods (which can extend up to 60 minutes at both ends of the day), any emergency vehicle would have extreme difficulty gaining speedy and adequate access to properties in the road. This is naturally of great concern to all residents.

These two traffic problems are extremely serious and in the view of the residents of Silverdale Avenue, should not have been allowed to build up over the years. With appropriate action they could have been contained and some urgent action is now required to rectify the problems.

Factors behind the traffic problems in Silverdale Avenue

Silverdale Avenue is approx. 15 minutes walk from Oxshott station and 5 minutes walk from the village shops. It is only about a 2 minutes walk from the Royal Kent School and about 15 minutes walk from the main entrance to Danes Hill School, however there is a pedestrian footpath by the Broom Hall flats that is also used as an access point to Danes Hill School. This is only about a five minute walk from the school's main entrance.

Silverdale Avenue is therefore well situated in relation to a number of the local facilities and amenities but it is a residential road and should not be used as a free car park for commuters, school vehicles, or shop keepers and their staff. However, this is what it is fast becoming.

The main reasons for this are:

1. Parking

All the local surrounding roads have some form of parking restrictions:-

Goldrings Rd from 09.30 to 11.00

Holtwood Rd from 09.30 to 11.00

Sheath Lane from 09.30 to 11.00

Steels Lane no parking

Oakshade Rd from 08.00 to 18.30

High street from 08.00 to 18.30

Crown Estate a private estate with controlled parking

Most of these restrictions have only been introduced fairly recently and the only road close to the station, schools and shops that does not have controlled parking is Silverdale Avenue. The fact that a lot of the cars that previously parked in these other roads now use Silverdale Avenue is hardly surprising. It has effectively been policy driven. Moreover, it is not only private cars that now opt to park in Silverdale Avenue. Commercial vehicles belonging to contractors working on local property developments have increasingly begun to use it. These vehicles, in all probability, have been a significant factor behind the amount of damage to the road that has occurred in recent times.

A further policy action that has probably compounded the parking problem is the decision to introduce parking fees in the Council owned car park in the village. This car park should be for the benefit of Oxshott's retail establishments and pubs and restaurants, but by introducing fees for short stay visits, local trade is either reduced,

PETITION 4

ITEM 7

or the vehicle owners opt to park close by free of charge. This inevitably, during working hours, means Silverdale Avenue.

2. School traffic

The parents of the children at the two local schools make significant use of Silverdale Avenue both for parking and, in the case of Danes Hill School, as an access road to the pedestrian entrance in Broom Hall. At school drop off and pick up times the road becomes practically grid locked. Danes Hill School's main entrance is off the A244 and there is a staff entrance off Wrens Lane but about 20 percent of the Danes Hill School vehicles use Silverdale Avenue and Broom Hall. Additionally it has been noted that some Danes Hill School staff regularly use Silverdale Avenue rather than the school's car park to park all day.

Silverdale Avenue was never intended to be a vehicle access point to Danes Hill School. The pedestrian footpath was originally opened up so that the school children could walk to St Andrews church. Not for their parents to stop using the main entrance to the school.

Solution to the Silverdale Avenue's traffic problems

1. Parking

The logical solution to the all day parking problem is to put Silverdale Avenue on an equal footing with other local roads and introduce parking controls. These would need to address the commuter, local shops and school elements. Having a restriction between 08.00-10.00 and from 15.00-17.00 should significantly ameliorate the problem.

Close to Silverdale Avenue there are 3 large parking areas: The Oxshott Village Centre, St Andrews Church and the Council car park in Steels Lane. These could, and in some instances are, being used as drop off points. In the case of Danes Hill School there is also potential for a further drop off point off Blundels Lane. Another action that ought to improve the parking situation is to introduce free parking in the Council car park for short stay visits.

2. School traffic

As indicated the cut through point by Broom Hall was not intended to be a vehicle drop off point and this could easily be closed. This would then require that the parents to use the school's main entrance or a different drop off point. The closest car parks to Dane Hill School, apart from the school's own car parks, are the Council's village one and possibly the Bear pub in the morning. As mentioned other drop off points could also be introduced.

If closing Silverdale Avenue as an access point increased traffic flows on the A244, measures could be introduced to mitigate this, for example mini roundabouts or restricted turning.

Conclusion

The management of parking restrictions in Oxshott has resulted in Silverdale Avenue having significant problems with all day parking. This has caused serious problems at many levels and we believe the logical solution is to:

Introduce restricted parking in Silverdale Avenue and place it on an equal footing with all the other surrounding local roads.

Silverdale Avenue was never intended to be a cut through access point to Danes Hill School. A review of local traffic management measures to either stop this or significantly reduce the volume of this traffic is urgently required.

Silverdale Avenue Residents Association
November 2016

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PUBLIC QUESTIONS & RESPONSES



SURREY

SCC LOCAL COMMITTEE IN ELMBRIDGE 19 December 2016

AGENDA ITEM 8

PUBLIC QUESTIONS

1. Question from Mr Ken Huddart, Claygate Parish Council

The on street parking review covering Claygate is underway. Preliminary consultation was completed in October. Can the Local Committee outline the next steps in the process and whether key stakeholders such as Claygate Parish Council will be further consulted prior to formal recommendations being put to the Local Committee?

Officer's response:

Thank you for your question.

The next stage in the process is for officers in the parking team to carry out site assessments to assess the suggestions put forward as part of the consultation, and also to consider any requests received directly from members of the public outside of the consultation process.

Our assessments will make a judgement based on a number of factors, including:

- road safety
- accessibility
- congestion
- the possibility of just displacing a problem and
- how many people support the request.

We will draw up proposals where considered necessary / beneficial, and then present these ideas to the parking task group, as well as at a meeting in January 2017 with borough councillors and parish councils (where applicable) to explain the proposals and take on any suggestions for improvements to the proposed schemes.

Having made any forthcoming amendments, we will then prepare a report for the local committee in February, which will consider whether to go ahead and formally advertise the proposals contained therein. It is not possible to include any further schemes within the parking review after the committee date.

PUBLIC QUESTIONS & RESPONSES

Subject to the committee's approval, the proposals will then be advertised, which will provide another opportunity for public input, by way of objections or comments on the proposed schemes. These comments will be considered prior to a final decision being made about each scheme, which could include cancellation, minor modification, or introduction 'as advertised'.

2. Question from Mr Mike Beaty-Pownall

In July 2014 the residents of Fir Close, W-o-T, made an application for parking control measures to counter an irrefutable threat to safety.

This application was subsequently rejected by the Parking Task Group at a meeting the date of which is unknown as are the reasons for such rejection.

We regularly have to deal with obstructive parking which forces us to drive over our neighbours' driveways (the police have confirmed that this is unacceptable) and with obstructive parking which prevents us from being able to get out of our road. If the residents cannot get in or out of the road then neither can emergency vehicles. In addition, we have to deal with threats of physical violence and verbal abuse (the police are aware that this happens).

Can you please explain why the Parking Task Group rejected this application and give assurance that this will have the highest priority in the forthcoming review for Walton.

Officer's response:

Thank you for your question.

As per the response given by our Customer Relations department in response to your complaint (reference CO23917), Fir Close was discussed at a Parking Task Group meeting earlier in 2016. The Parking Team's policy is to look at all requests for new or amended parking restrictions within a scheduled parking review programme. This allows us to make most efficient use of our resources, and to effectively manage the assessment, prioritisation, and introduction of new parking controls, on an area by area basis.

Only locations where an irrefutable road safety issue exists is there scope for restrictions to be introduced outside of the parking review process. In this context, an irrefutable serious road safety implication is defined as a site 'where there is evidence of accidents, in relation, in part at least, to parking, either from the council's own database or the police, or a direct request has been made by the emergency services or our road safety team based on their safety concerns'.

Given as there are no accidents recorded for this section of highway, and no concerns have been raised by our internal highway safety team, or indeed by the emergency services, Fir Close does not meet the criteria for consideration ahead of the standard review process, which is why the application was rejected by the task group.

PUBLIC QUESTIONS & RESPONSES

As mentioned in the response to your complaint, we will give due consideration to your request for new parking controls within Fir Close as part of the Walton on Thames parking review. This is due to begin in April 2017, leading to a report of recommendations currently anticipated to be presented to the local committee for initial approval in June 2017.

We should like to advise you that, in the meantime, the police have the power to issue fixed penalty notices, or even remove vehicles parked in an obstructive manner, without the need for formal parking restrictions.

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MEMBER QUESTIONS & RESPONSES
SCC LOCAL COMMITTEE IN ELMBRIDGE 19 December 2016



AGENDA ITEM 9

MEMBER QUESTION

Questions from Councillor Roy Green

1. PEDESTRIAN CROSSING - MOLESEY ROAD, HERSHAM (CENTRE OF VILLAGE)

Could the officers please look into the safety aspects of this pedestrian crossing? I have received many complaints that pedestrians (on the left hand side facing north) and not been seen due to parked cars on a slight bend and the new street lights are not as bright as previously, therefore the crossing is not as well-lit at night as it should or could be.

Local councillors have been told via planning that Lidl are providing a new pelican crossing in the centre of Hersham, could this please be confirmed and local people kept in the picture as to when and how this will affect the current crossing.

OFFICER'S RESPONSE

The safety concerns at the location were raised by Members, earlier in 2016. Following the reported concerns, the following actions were undertaken:

- SCC's lighting contractor Skanska inspected the site to check the visibility and illumination at the crossing. No additional works were considered necessary.
- SCC's Parking Team visited the site to check the condition of the existing markings. No additional works were considered necessary. It was observed that vehicles were illegally parked on the approaches to the crossing. Elmbridge Borough Council's parking enforcement team was asked whether some additional enforcement could be undertaken. As there is a pay car park nearby, enforcement officers are regularly at the location and provide enforcement as appropriate. Additional enforcement is dependent on prioritisation and resources. The reported visibility issues due to the parked cars to the south of the crossing could be reviewed as part of the next scheduled parking review. It is noted that the existing provision allows short-term parking outside the shops, so any proposed alterations are likely to be met with mixed views.
- Surrey Police's Road Safety and Traffic Management Team were informed and the issues discussed. They were not aware of particular issues at the location but agreed to relay the concerns to local officers for review where practicable.

MEMBER QUESTIONS & RESPONSES

SCC's Road Safety Team has advised of the most recent collision data for the location, as provided by Surrey Police.

In the last three years, there have been five collisions causing injury near the zebra crossing. Of these, two involved pedestrians: one (in November 2015) involved a southbound car on Molesey Road hitting a pedestrian but no further details are available; one (in May 2016) involved a car turning into Thrupps Lane hitting a pedestrian who was crossing the mouth of the junction. Surrey Highways, in partnership with Surrey Police, identify locations with a poor safety record by analysing collision data and trends. Whilst there is no evidence of a pattern of poor behaviour, or a particular issue to be addressed when compared with locations with known problems, the Road Safety Team continue to monitor the network. This allows the small amount of funding for road safety improvements to be allocated to those locations which are known collision hotspots.

The planning application for the Lidl development is available on Elmbridge Borough Council's website, ref. 2015/3474. SCC's Transport Development Planning Team provided feedback as a consultee. The decision notice allows for realignment of the existing zebra crossing, to include beacons and road markings. There is no condition within the decision notice for the developer to provide a pelican, or other signalised, crossing. SCC's Transport Development Planning Team has confirmed that the agreement with the developers is still in progress so the date of works is not yet known.

2. HERSHAM LIBRARY

Could the officers please enlighten me as to what progress is being made to extending Hersham Library as mentioned by the Chairman of this committee in a recent publication?

OFFICER'S RESPONSE

The SCC Property Services have been examining options for Hersham Library building and looking to see if they can, with funding from the Community Infrastructure Levy, meet the community led ambition to provide an adults reading area and toilets for customer use.

One option could be an extension to the east of the building which could, with additional doors, provide access directly onto the garden which would also facilitate summer events and activities. This would be quite a costly scheme that would also disrupt the use of the library while the works were undertaken. A less expensive option, that would also be less disruptive on library operations and for library users while works were carried out, would be to reconfigure the current internal layout to make better use of the current space.

3. FLOODING: BURWOOD PARK ROAD, HERSHAM

Can the officers please look into the drainage problems in Burwood Park Road/Mayfield Road and Woodside Avenue, Hersham as follows:

MEMBER QUESTIONS & RESPONSES

A resident reports that all the gulleys for both sides of the Burwood Park Road stretch are full of debris up to the gratings and do not appear to have been cleaned for two years.

OFFICER'S RESPONSE

For a number of years there have been considerable problems with flooding in Mayfield Road. We believe this to be a result of an intermittent hydraulic overload in the Thames Water Surface water system. When there is prolonged or heavy rainfall the Thames system is unable to accommodate the volume of water. The pressure in the system builds up and displaces the manhole covers in the footway. The water then runs down the carriageway, crosses the road and eventually runs into gardens in Mayfield Road. We have adjusted the connections on our gullies such that they are now attached to separate Thames Water system which is not affected by the overload. These gullies take large amounts of water when the flooding is occurring but cannot catch all of the flow. Both residents and ourselves continue to report incidents to Thames Water, the last report being made on 10th November 2016.

The gullies in Mayfield Road are cleaned annually. The last programmed clean was undertaken on 11th November 2016. No defects in the gullies were reported.

The gullies in Burwood Park Road are cleaned once every 2 years and were last done by our cyclic cleaning contractors on 25th January 2016. The local area team arranged for some extra jetting on 28th July 2016. No defects were reported on either attendance. Woodside Avenue is cleaned every two years; the last cyclic cleaning took place 25th January 2016.

The local area Highway Team inspected all three roads on 14th December 2016 in response to this question being raised at the Local Committee meeting on 19th December 2016. All visible gullies were clear of silt and other debris. Some gullies may not have been available for inspection due to parked cars.

We have contacted Thames Water again in response to this question to and press for a resolution of the flooding problems in the area. Unfortunately Surrey County Council has no authority to instruct Thames Water to maintain, clear, or improve their system.

4. CYCLE PATH, QUEENS ROAD, HERSHAM

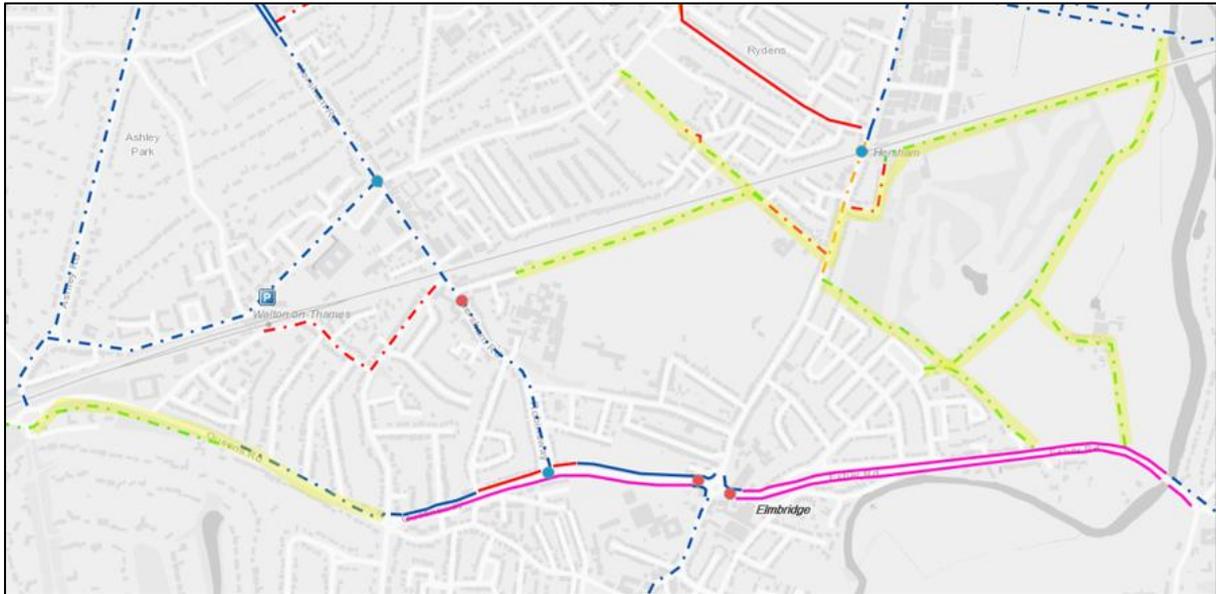
A local resident writing for the Hersham Residents Association has asked me to enquire what action is being taken to provide a cycle path on Queens Road and various other routes through Hersham following their letter to Mr Sharpington on the 27th June, 2016.

OFFICER'S RESPONSE

Extension of suggested routes

MEMBER QUESTIONS & RESPONSES

At its meeting of 27 June 2016, the Local Committee agreed to publishing the cycle plan online, including a map showing existing and suggested routes. One such suggested route on the map is between Queens Road / Ashley road junction and the A245 Byfleet Road. Subsequent to the Committee meeting, Hershams Residents Association requested that the 'suggested routes' on the map be extended to include the **routes highlighted in yellow** on the map below:



At its June meeting, the Committee resolved that “Agree to have an ongoing community engagement for the Plan, facilitated through the online resource, to be regularly reported back to the Local Committee via the task group”.

Therefore, the proposed extensions to the suggested route network were presented to the Cycling Task Group meeting on 3rd November 2016. The Cycling Task Group decided not add the proposals to the infrastructure plan at this time.

The routes suggested by the Hershams Residents' Association may form part of the Elmbridge Cycle Network at some stage in the future. However for each suggestion, the Cycling Task Group must take into account both the priority and the deliverability of suggested routes. Not every suggested route is added to the aspirational cycle network plan, so that residents are not given a false expectation that routes will be delivered when they are either low priorities, or difficult to deliver, or both. At the present time the Cycle Task Group has decided to prioritise routes linking Brooklands / Weybridge / Walton, recognising that it would not be feasible to deliver a cycle network across the whole Borough all at once. This means that suggested routes outside this area will be lower priorities.

Extension of existing cycle track on Queen's Road

A further suggestion received from the Hershams RA was to extend the current cycle track that runs from Beech Close on the north side of Queensway that finishes before it reaches West Grove. This suggestion is on the list of “Potential allocations of Local Committee

MEMBER QUESTIONS & RESPONSES

Cycling Fund” being presented to committee on 19th December 2016 but it is not being recommended as a priority scheme at this time.

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