

DRAFT

Minutes of the meeting of the
Elmbridge LOCAL COMMITTEE
held at 4.00 pm on 24 February 2014
at Council Chamber, Elmbridge Civic Centre, Elmbridge Borough Council,
Esher KT10 9SD.

Surrey County Council Members:

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

Borough / District Members:

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

* In attendance

1/14 APOLOGIES FOR ABSENCE [Item 1]

There were no apologies for absence received.

2/14 MINUTES OF PREVIOUS MEETING [Item 2]

The minutes from the meeting held on 18th November 2013 were agreed as a correct record.

3/14 DECLARATIONS OF INTEREST [Item 3]

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

4/14 CHAIRMAN'S ANNOUNCEMENTS [Item 4]

The Chairman, Mrs Margaret Hicks, told the Local Committee about recent meetings she had attended with the Elmbridge Business Network and a

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Molesey business group in order to try to encourage businesses to engage better with Surrey County Council and the Local Committee.

In addition she has met with Borough officers to discuss the Cycling Strategy and look at a long term Strategy for Parking.

5/14 PETITIONS [Item 5a]

A petition was received from Mrs Deborah MacDonald with 34 signatures asking to adopt residents parking in Tilt Road, Cobham. The petition and the response provided by the Parking team are attached as Annex A.

Mr Chris Gilbertson spoke on behalf of the petitioners. He explained that due to the limited amount of parking available in the section of Tilt Road between Stoke Road and the Running Mare public house there isn't sufficient parking even for residents before commuters, shoppers and customers of the pub park in the road. Not being able to park close to their homes is not good when it is cold, raining and when the residents have young children. In addition cars travel at speed along this section of road which has led to parked cars being damaged and also it can be dangerous to enter and exit the cars once parked. The situation is also putting off prospective buyers and the increased restrictions on parking in both the High St., Cobham and at the local railway station have aggravated matters.

He requested that the following solutions be implemented in this order of importance:

- i) Speed restrictions be implemented in the form of speed humps or automated signs
- ii) Additional parking places be provided
- iii) Parking restrictions are put in place so only residents can park
- iv) Road markings are put in place to reduce the obstructions

The Highways officer, Frank Apicella explained that attempts had been made to improve the situation. Members sympathised and commented that there was no easy solution, but that the access can be very tight for the Fire Service and refuse lorries. They also pointed out that if the parking situation is improved that could lead to a further increase in the speed of the traffic.

The request for residents' parking will be considered as part of the Elmbridge 2014/15 Parking Review, the recommendations from which will be brought to the Local Committee meeting in June 2014 for decision.

6/14 PETITION RESPONSE [Item 5b]

Frank Apicella presented the response to the petition which had been received at the meeting on November 18th 2013.

The SCC Councillor Stuart Selleck said that an impasse had been reached and he requested that a safety audit takes place as the last one had been done in 2007. The SCC Councillor Ernest Mallet commented that there were a lot of variables as the development had not yet started but a large number of people cross the road in question heading to Hampton Court Palace. The Borough Councillor Nigel Cooper agreed with both Mr Selleck and Mr Mallet and would like a safety audit to take place.

Mr Townsend spoke on behalf Tony Nockles, the lead petitioner, explaining that they were disappointed with the officer's analysis and conclusion and that they believe it is a dangerous crossing point. Local people are alarmed that there is no plan for a crossing either during or after the development. They have photographic and video evidence which documents the risks people are asked to take at his crossing. He asked for the Committee to initiate a safety audit taking into account current pedestrian usage, combined past and anticipated construction traffic movement for the site's development. If nothing is done, the petitioners believe the Committee will have condoned the creation of death trap.

Frank Apicella said a new safety audit had not been looked at, but could take place if the Divisional Member was happy to fund it.

The amended recommendation was proposed by Stuart Selleck and seconded by Ernest Mallett and the Local Committee agreed for a Safety Audit to be carried out.

The Local Committee resolved to agree

(i) to carry out a Safety Audit to be funded from the divisional Member's allocation for 2014/15.

Reason for decision: To provide an updated Safety Audit for the location where the petitioners are requesting the installation of a pedestrian crossing.

7/14 PETITION RESPONSE [Item 5c]

Frank Apicella presented the response to the petition which had been received at the meeting on 18th November 2013.

Members of the Committee discussed the issue and felt that some form of traffic calming was vital and at least some signs and lines should be installed. They also explained that more accidents than recorded were actually taking place, but because they were without injuries the full picture of the problem was not apparent.

The Chairman allowed Mike Burrows, a resident to speak, who said it was a dangerous road where cars regularly mounted the pavement, but he wasn't sure signs would help. In addition the Chairman allowed the local Borough Councillor for the ward to speak. She added that the Tennis Club in the road also supported traffic calming measures, that it is used as a cut through and that all 4 ward Borough Councillors supported the petition.

Frank Apicella explained the report had been based on the fact that officers anticipate that if the development goes ahead that the measures would be implemented and funded by the developer. Signs and lines would not be as effective as other traffic calming measures, but would help to allay some fears.

SCC Councillor Tony Samuels proposed the amendment to the recommendation and SCC Councillor Christian Mahne seconded it and the Local Committee agreed that signs and lines should be installed in the interim period.

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The Local Committee resolved to agree to:

(i) await the outcome of the proposed development of Stompond Lane, Sports Ground, **subject to signs and lines being installed in the interim period funded from the 2014/15 Member's allocation of the Divisional Member Tony Samuels.**

Reason for decision: The solutions identified are in response to safety concerns raised by the local community.

8/14 PETITION RESPONSE [Item 5d]

Frank Apicella presented the response to the petition received on 18th November 2013, explaining that Highways were arranging for the block paving to be repaired. SCC Councillor Peter Hickman said he was happy with the proposal.

9/14 PUBLIC QUESTION TIME [Item 6]

One public question was received from Mr John Hirsh from the Lower Sunbury Residents' Association. The question and response are attached in Annex B.

Mr Hirsh said he could understand the Committee's caution of response. The Committee expressed their support in principle for Mr Hirsh's proposal, but there could be no financial commitment at the current time. The Committee Members added it must be remembered to add the proposal to the future borough Cycling Strategy.

10/14 MEMBER QUESTION TIME [Item 7]

No Members' questions were received.

11/14 YOUTH SUPPORT SERVICE UPDATE [Item 12]

Item 12 was taken at this point.

Keir Schiltz, the SCC Youth Support Service Team Manager in Elmbridge, introduced the report. He explained that his team work with the most vulnerable young people in Elmbridge. There is significant deprivation in Elmbridge, across all wards. He thanked the Local Committee for the Individual Prevention Grant, which means many young people can be helped. One of the main problems for young people is accessing services because the lack of transport is a real issue. The service does work very closely with partners such as the Walton Charities and the Foodbanks.

Members of the Committee welcomed the report as they need to be informed as to what is happening so they are able to support the young people. They understood that the work is often not very glamorous or high profile and its importance is often not recognised in 'affluent' Surrey. They also concurred with the transport issues. Keir gave as an example that young people can have difficulty arriving on time for Job Centre appointments in Weybridge due to the bus schedules. The Youth Service often does transport the young people to and from activities and appointments because of the problems with transport.

Finally Keir offered the Committee Members the opportunity to visit the centres to see the work being carried out. Any Member wishing to take up the opportunity should contact Cheryl Poole to make arrangements.

The Local Committee resolved to agree to note:

(i) the challenges and achievements of the Youth Support Service team in Elmbridge

(ii) the positive impact of the team on vulnerable young people through the provided case study examples and the description of their wider work

(iii) the locally identified needs relating to, mental health, drugs and alcohol, employability, transport/social isolation and lack of accessible mentoring programmes.

12/14 ROAD SAFETY, LONG DITTON [Item 8]

Frank Apicella introduced the report. He apologised for some errors which had come about as a newer version of the feasibility study in Annex A had been provided after the main report was completed.

In paragraph 3.2 the cost should be £12,500. In paragraph 3.4 point a) the estimated cost should be £18,000. In point d) the cost should be £8,000 and in point e) the cost should read £4,000. Due to these amendments to the costs the amount the Member has made available in paragraph 3.5 is £22,500.

Frank Apicella explained that as a result of the feasibility study different options had been identified to resolve the issue. From his share of the Elmbridge Local Committee highways budget, the SCC County Councillor Peter Hickman had agreed to fund a raised table at the existing crossing facility outside Long Ditton Infants School and to fund the improvement of all the school warning signs. The Member commented that to fund all the work was too expensive, but was happy to do part of it.

The Chairman offered the resident who had originally brought the petition on this matter to the Local Committee, Mr David Williams, the opportunity to speak. He thanked the Local Committee, saying he would like all the work to be done, but it was a significant step forward and that the schools and the parents were very pleased.

The Local Committee resolved to agree to:

(i) authorise the Area Team Manager in consultation with the Chairman, Vice Chairman and Divisional Member to undertake the necessary legal procedures to facilitate the future introduction of the traffic calming measures and reduced speed limit identified in the report, together with appropriate public consultation.

(ii) authorise the legal advertising, and assuming that no objections are received, that the implementation of the road table element and signing identified in the report (para 4.1 and 4.2) immediately outside the school, be

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carried out. This is to be funded from the Divisional Member, Peter Hickman's, allocation 2014/15.

(iii) authorise the Area Team Manager in consultation with the Chairman, Vice Chairman and Divisional Member to look to resolve any objections received in this process.

Reason for decision: to facilitate the implementation of the measures identified by the feasibility study, for which funding has already been found and for the remainder in the event that funding is identified in the future.

13/14 HIGHWAYS UPDATE [Item 9]

Frank Apicella presented the report. He explained that table 2 showed the progress of the Capital Programme work carried forward from 2012/13 and table 3 showed the progress with the divisional programmes funded from the 2013/14 budget. It also showed which schemes were at risk of not being completed due to the recent flooding. Many resources have had to be diverted due to the flooding. Every road which has been under water has had to be inspected. Table 5 showed that all the Members have allocated their 2014/15 divisional allocation to schemes in their divisions. Members questioned whether the Highways would be able to catch up on the schemes delayed following the floods. Frank Apicella explained that highways hope to be able to carry forward any delayed schemes to 2014/15. Keirs are currently working on the backlog of potholes, filling them quickly and making them safe. SCC Highways will have to bid for more money to cover the additional costs created by the flooding.

The Local Committee resolved to:

(i) 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: As the programmes of work for each Division have been agreed with Divisional Members, the authorisation is requested so the works can be delivered without having to revert to the Committee as a whole.

SCC Councillor Tony Samuels left the meeting.

14/14 ROAD SAFETY POLICY UPDATE [Item 10]

Duncan Knox, SCC Road Safety Team Manager introduced the report and his colleague, Rebecca Harrison, who is responsible for the school crossing patrols. He explained that in the light of new national guidance for local authorities on setting speed limits issued by central government in January 2013, the County Council is updating its own policy. For the first time the new guidance provides formulas that can be used to predict the likely change in mean speeds from a change in speed limit using signs alone. Depending on these predictions it is decided whether supporting engineering measures need to be introduced alongside any reduction in speed limit.

In addition as one of the most frequently expressed road safety concerns is that of the safety of children outside schools, a new policy 'Road Safety Outside Schools' has been developed. The aim for this new policy is so that SCC adopts a consistent approach to all requests.

Duncan Knox asked for comments and questions from Members.

He clarified that if for example a mean speed was 27 mph on a road then with just a 20 mph sign the table indicates it is likely that the mean speed achieved will be 25 mph and to achieve a 20 mph mean speed other traffic calming measures would be required.

Duncan Knox added that audits of school sites and of the road safety education taking place in the school are carried out when looking at reducing speed limits around schools.

The Committee was keen to use Stoke Road as a trial for the new policy. SCC Councillor Christian Mahne also asked about bringing back the petition previously brought to the Committee requesting a speed reduction in Byfleet Rd. The Chairman advised to wait until the new policy was agreed.

Members asked a number of questions about school crossing patrols. Rebecca Harrison explained that the policy was already being used even though it hadn't been ratified yet. Currently SCC funds 87 patrols in Surrey. As part of installing new traffic management around a school the role of the patrol is included in the review. The service does work with all schools in Surrey, including academies, free schools and private schools. If a request is received from a private school, the team would consider whether the patrol was the best option and advise. If the site is suitable the service would support. The cost is £3,000 per annum which includes the salary, risk assessment, training and uniform. It is the intention of SCC to charge academies, free schools and private schools and the service would like Members' views on this proposal.

As regards the road safety issues around the expansion of schools the Council is keen to resolve these issues pragmatically at the beginning of the process.

The Local Committee resolved to agree to:

(i) review and provide comments on the draft policies. Comments will be taken into account prior to the policies being submitted to County Council Cabinet for approval.

15/14 OPERATION HORIZON [Item 11]

Jane Young, SCC Carriageway Team Leader, introduced the report, explaining the SCC was almost at the end of the first year of the £100m Surreywide programme. Over 5 years 45km of roads in Elmbridge will be reconstructed costing £9m.

The impact of the recent floods has varied. Some of the work has been able to continue including Painshill Roundabout and Seven Hills Rd, but other schemes have had to be deferred to April to July in year 2 of the programme. Roads scheduled for years 3 to 5 of the programme will be assessed as to which are the priorities and discussions will take place with the Members later in 2014.

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Members commented that sometimes there is confusion, such as recently when the work on a road was cancelled, but the signs indicating it was taking place were not removed or amended. Another Member had also been told the work on a particular road had been cancelled and then it went ahead.

Councillor Dorothy Mitchell left the meeting.

The Local Committee resolved to agree to note:

- (i) The success of the countywide 5-year programme in year one
- (ii) The progress of Operation Horizon roads, Surface Treatment roads, and changes in year one in Elmbridge in Annex 1
- (iii) The proposed programme of Operation Horizon roads for Elmbridge for year two (2014/15) and the remaining approved roads to be undertaken in years three to five (2015-2018) listed in Annex 1.

16/14 LOCAL COMMITTEE AND MEMBERS' ALLOCATION FUNDING UPDATE [Item 13]

The Local Committee 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.

The meeting ended at 17.55 pm.

Minutes Annex A

Minutes Annex B

Meeting ended at: 17:55

Chairman