

DRAFT

Minutes of the meeting of the
Runnymede LOCAL COMMITTEE
 held at 2.30 pm on 2 March 2015
 at The Council Chamber, Civic Centre, Station Road, Addlestone KT15 2AH.

Surrey County Council Members:

- * Mr Chris Norman (Chairman)
- * Mrs Yvonna Lay (Vice-Chairman)
- Mrs Mary Angell
- * Mr Mel Few
- * Mr John Furey
- Miss Marisa Heath

Borough / District Members:

- Cllr Derek Cotty
- * Cllr Richard Edis
- * Cllr Alan Alderson
- Cllr Paul Tuley
- Cllr Patrick Roberts
- * Cllr J M Edwards

* In attendance

1/15 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies for absence were received from Miss Marisa Heath, Mrs Mary Angell, Councillor D Cotty, Councillor P Tuley and Councillor P Roberts.

2/15 MINUTES OF PREVIOUS MEETING [Item 2]

The minutes of the meeting held on 1 December were agreed and signed.

3/15 DECLARATIONS OF INTEREST [Item 3]

No declarations of interest were made.

4/15 PETITIONS [Item 4]

No petitions were received.

5/15 WRITTEN PUBLIC QUESTIONS [Item 5]

This item was tabled.

Two written public questions had been submitted, and responses were provided, as follows:

1. Question from Mr Robert Atreed of Englefield Green:

“Would Surrey County Council as the highways authority consider reducing the speed limit on Priest Hill to 40mph to ensure the safety of horse-riders, cyclists, school children and other road users?”

My rationale for the above question is as follows:

The road leading from Old Windsor/The Thames up to Englefield Green via Priest Hill is designated as a National Speed zone (single lane = 60mph). However, as I occasionally exit Coopers Hill Lane to turn right down Priest Hill, my view of oncoming traffic is approximately 60metres. This equates to just 2.25 seconds to pull out from the road before the car travelling at that speed reaches me. It's a dangerous junction as cars often whizz up the hill (I dare say that some cars will be exceeding the limit).

I feel that the road should be made a 40mph limit zone or even a 30 mph limit zone for four main reasons: (a) as listed above – It is simply dangerous for motorists pulling out at junctions; (b) there is a school on the road, St John's Beaumont (we need to be sensible with driving speeds, especially when there are children about); (c) the road also has a Farm located on it and is common-place for horse-riders; (d) the hill and Englefield Green is used by many cyclists to access the Park – as a cyclist myself, it is very daunting when cars pass at 60mph, especially when some cyclists are travelling much slower and therefore less steady when cycling uphill.

The combination of all the above makes this road very dangerous with a national speed limit.

The chairman has given the following response on behalf of the Committee and in consultation with Surrey Highways:

The County Council's policy on setting speed limits aims to set speed limits that are successful in managing vehicle speeds and are appropriate for the main function of the road.

The policy requires that a speed limit assessment is undertaken if a change in speed limit is being considered. As part of the assessment process a number of factors are considered to determine whether a change in speed limit is appropriate. These include existing vehicle speeds and the views of Surrey Police (who are responsible for enforcing speed limits).

The policy also notes that lowering a speed limit on its own will not necessarily reduce vehicle speeds. This is because motorists determine their speed based on the character of the road and conditions at the time. If a speed limit is set much lower than prevailing vehicle speeds then it is likely to be widely disregarded. As such, it would have little value in improving road safety. Furthermore, introducing unrealistic speed limits could also undermine the effectiveness of speed limits more generally.

Following a previous request to consider reducing the speed limit, a speed limit assessment for Priest Hill was one of a number of schemes the Local Committee considered including in its programme of works for 2015/16 (agreed at its meeting on 1 December 2014). Due to the limited funding available, the Local Committee was unable to progress all the schemes requested and the speed limit assessment for Priest Hill was not one of the schemes that was prioritised for inclusion in the agreed programme. However, there are other proposals to help improve road safety and these relate to some of the specific concerns you have raised. These measures are as follows:

- A new vehicle activated sign on Priest Hill on the southbound (uphill) approach to the junction with Coopers Hill Lane. The sign will display the junction ahead warning sign and “SLOW DOWN” to approaching vehicles when activated. The sign is being provided as part of the planning agreement for the development of the Brunel site on Coopers Hill Lane. At this stage the installation date has yet to be confirmed.
- A comprehensive review of existing signs and roads markings on Priest Hill with a view to providing motorists with improved warning of junctions, the school and of equestrians. This will include the introduction of signs on high visibility yellow backing boards to increase their conspicuousness. The improved signs and road markings are expected to be installed during the summer 2015.

2. Question from Mr Malcolm Loveday, Chairman of the Chertsey Society

At the **Chertsey Town Forum** in Chertsey on Monday 26 January 2015 the issue was raised of a 20mph speed limit in the Conservation Area, Chertsey. In *Windsor Street*, vehicles travelling eastwards frequently travel too fast around the bend near *The Swan* Hotel and intimidate pedestrians crossing the road outside St Peter’s Church, and it is surprising that there have not been more accidents. The situation is considerably aggravated by cars or delivery lorries double parked outside ‘*OneShop*’, resulting in traffic travelling eastwards being confronted by vehicles on the wrong side of the road negotiating the double parked offenders. The sightlines are poor - especially if large vehicles are parked on the north side of the street.

Would it be possible for the Local Committee to consider the request for a 20mph speed limit in this area perhaps with speed activated signs?

It would also be helpful if consideration could also be given to such a speed limit being imposed in *London Street*, Chertsey, which is also part of the Conservation Area, particularly near the notorious junction of Abbey Road/ Bridge Road / Free Prae Road & London Street which is frequently the site of vehicle collisions or the demolition of garden walls.

The chairman has given the following response on behalf of the Local Committee and in consultation with Surrey Highways:

Requests for speed limit changes are assessed in accordance with Surrey County Council’s ‘Setting local speed limits’ policy, a copy of which is available on the SCC website.

Due to the limited time available between receipt of the written question from the Chertsey Society and the date of the Committee meeting, it has not been possible to assess this request in accordance with the policy.

For this reason, a written response to this request will be presented for the June Committee meeting.

In addition to the information provided by the Chertsey Society, assessment of the speed limit will take into account the character and classification of the existing road, an assessment of existing vehicle speeds, and an assessment of accident data. Consultation will also take place with Surrey Police, who are

ITEM 2

responsible for enforcement of speed limits, and colleagues from Road Safety. A report will then be prepared and presented to the Local Committee making appropriate recommendations.

6/15 WRITTEN MEMBER QUESTIONS [Item 6]

There were no written member questions.

7/15 SOUTH-EAST PERMIT SCHEME UPDATE [FOR INFORMATION] [Item 7]

Mr Kevin Orledge presented this item for information.

He explained that the Streetworks Permit replaced the previous system where utility companies had submitted notices of work to be undertaken, whereas now they must request access to the highway and pay fees (according to a scale set by the Department for Transport, DfT), giving details of the time period and working hours involved. He said that the system of notices had generated an income of £1.04m in line with previous projections which had covered the employment of additional staff to administer and inspect works undertaken. He noted that in future the DfT was moving towards a national set of conditions, and would incentivise work which was undertaken outside of commuting hours, which could have some impact on future income to Surrey County Council.

Members asked about the charges made in comparison with neighbouring councils and the DfT maximum, the reasons for refusal of permits, the proportion of Surrey Highways contractors granted permits, the road lane charging trial in London and Kent, and requested that Mr Orledge investigate why there had been a spike in the graph for one month as shown in Appendix 5 to the report.

8/15 HIGHWAYS UPDATE REPORT [FOR INFORMATION] [Item 8]

Mr Andrew Milne presented the Highways Update report, and advised members that whilst the information about the A30/St Jude's Road had been correct at the time of publication, he had just received a notification from the contractor for this scheme advising that they would conclude works at the end of June 2015. He advised that, following the budget-setting process, the revenue budget would reduce to £150k which would have an impact on routine maintenance activities. He noted that the public consultation on Egham High Street had just concluded and that well over 400 responses had been submitted which would be analysed and reported on at the next Local Committee on 23 March. He highlighted a request from the Cabinet Member for Highways that local committees allocated 25% of the capital maintenance budget towards drainage work to prevent flooding during periods of heavy rain.

Members asked about the road surface in Guildford Street Chertsey, noted the traffic queues arising from work at the A30 crossroads affecting Egham and Englefield Green and the traffic management of this, and commented on the possibility of allocating some Community Enhancement funding towards drainage. A request was made for a breakdown of costs for a) gully cleansing and b) the illuminated street bollards replacement programme in the Runnymede area.

Mr Milne agreed to ask the A30 contractor to introduce manual traffic signal management during peaktime periods to alleviate some of the congestion which resulted from short phases on the automated signals.

9/15 MAGNA CARTA 800TH ANNIVERSARY COMMEMORATIONS [FOR INFORMATION] [Item 9]

Ms Sarah Walsh of Runnymede Borough Council, accompanied by Ms Kim Birch of Surrey County Council and Ms Kathryn McCutcheon of Surrey Arts, presented an information report on the plans for local and Surrey-wide events to celebrate the 800th anniversary of the sealing of the Magna Carta in Runnymede.

The events, detailed on the website, would include:

- * a VIP event on Monday 15 June, the anniversary, to which some local stakeholders would be invited in the morning and followed by more general public festivities at Runnymede Meadows;
- * a River Relay on 13/14 June which had attracted more than 300 expressions of interest from boat owners, and would be led by the Royal barge Gloriana, further details from www.thamesalive.org.uk/magnacarta
- * the conclusion of the River Relay with a pageant/re-enactment at Runnymede Pleasure Grounds on Sunday 14 June with capacity for up to 10,000 participants;
- * the Great Charter Festival at Royal Holloway (RHUL),
- * a first performance of the specially commissioned Magna Carta community opera at the Royal Albert Hall on 12 May, with over 1000 Surrey residents and school children involved – tickets on sale via the Box Office;
- * exhibitions, street theatre, a flower festival, a new Mosaic Mural in Egham and decoration of the High Street, bell ringing and choral concerts.

Members asked about road closures to ensure public safety over the key week-end, car parking and traffic diversion, publicity for the events, and directions for visitors arriving by rail at Egham. It was also noted that the RHUL student volunteers deserved praise for their work to brighten the High Street area through painting, tidying and planting.

The chairman thanked the presenters for a comprehensive presentation.

10/15 MEMBER ALLOCATIONS [FOR INFORMATION] [Item 10]

Members noted the projects which had received funding and thanked Mrs Adele Seex for her work to ensure that their funding was allocated and processed by the deadline.

11/15 FORWARD PLAN [FOR DECISION] [Item 11]

The Local Committee (Runnymede) agreed the following items for the Forward Plan for 23 March:

1. Egham High Street results of consultation (for decision)
2. Youth Service: Local Prevention from September 2015 (for decision)

And the following items for the Committee on 6 July 2015:

ITEM 2

- 1) Highways Update
- 2) Appointments to task groups
- 3) Community Safety update
- 4) Family Support Programme in Runnymede
- 5) Youth Services – overview
- 6) Local Committee budgets

Meeting ended at: 3.45 pm

Chairman