

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,

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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.

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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.

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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.

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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.

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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