

**DRAFT**  
**HIGHWAYS & TRANSPORTATION COMMITTEE MEETING**  
**HELD AT 8.00PM ON THURSDAY 15<sup>TH</sup> FEBRUARY 2018**  
**IN THE COMMITTEE ROOM, CLAYGATE VILLAGE HALL**

Present: Councillors Ken Huddart (Chairman), Geoff Herbert, Xingang Wang and Gavin Wilson

Co-opted: Caroline Stevenson (arrived at 8.10pm)

In attendance: Shirley Round Parish Clerk & RFO.  
Bob Pritchard

Members of the Public: Sue Clark, Penny Carey and Dawn Garner

**1. Apologies for Absence:**

Cllrs. Tony Shearman and Gavin Wilson with reasons.

Kate Hallet offered her apologies as she was unable to attend the meeting. She felt it was disingenuous to be listed as a member of the committee when she hadn't been able to make a meeting for over a year. For this reason she offered her resignation. She added she would be delighted to help if there was anything TfL or Highways England related required or manpower for any campaigns.

The Chairman and Committee asked the Clerk to thank Kate for her services to the committee in the past.

The Chairman welcomed Bob Pritchard to the meeting.

**2. Declarations of Interest**

**Cllr Ken Huddart:** Chairman of Trustees of Claygate Village Hall Association, President of the Claygate Village Association, Acting Chairman of the Claygate Conservation Areas Advisory Committee, Traffic Engineering Consultant, Fellow of Chartered Institution of Highways and Transportation, Fellow of Institution of Engineering and Technology, Fellow of Institution of Civil Engineers.

**Cllr Geoff Herbert:** Co-ordinator of Neighbourhood Watch and member of Claygate Village and Flower Show.

**Cllr Xingang Wang:** Magistrate and co-ordinator of Claygate Speed Watch.

**3. To confirm the Minutes of the last meeting (14<sup>th</sup> December 2017)**

The Minutes were signed as a true record of the meetings.

**4. To report on the Actioning of items from the previous Minutes.**

**AP22** Footpath Construction Woodstock Lane: Following the meeting it was agreed that Will Kear would contact Liz Shakiri SCC, prior to construction of the footpath. (see agenda item 5a) DONE

**AP25** Cycling Route. No further information received (see item 8)

**AP26** Tree planting (see item 9b) Outstanding

**AP28** Full report re Woodstock Lane South – see agenda item 5a DONE

**AP29** ‘Before’ photograph received DONE

**AP30** Cycling report (see agenda item 6)

**AP31** Bob Pritchard had agreed to come along to the meeting and report on the current situation regarding buses – in particular K3. (see agenda item 8a) DONE

**AP32** Dalmore Avenue. Clerk has replied to Helen Maguire and copied all H & T Councillors, SCCllr Mike Bennison, Carole Walker, Nick Healey and Liz Shakiri. DONE

**AP33** Report to Thames Water (see agenda item 9a) DONE

**AP34** Pondering – no reports received. DONE

**AP35** Highway Tree Planting (see agenda item 9b) KH will contact Vanessa Relleen

**AP36** On-Street parking survey concluded (see agenda item 10b) DONE

**AP37** Hare Lane traffic calming

a) Hare Lane/Loseberry House footpath: the widening of the footway by local volunteers was avoided by SCCllr Mike Bennison arranging for SCC’s contractor to do it for which he has been thanked. DONE

b) Traffic Calming survey by SCC OUTSTANDING

**AP38** Missing 40mph speed sign Woodstock Lane: (see agenda item 12

**AP39** Woodstock Lane by The Oaks consider traffic calming measures. (See agenda item 11b). Caroline Stevenson will pursue this with the Local Committee. OUTSTANDING

**5. To Discuss Bridleway Proposals & Rights of Way including Woodstock Lane South Horse Ride & Ruxley Heights & Action if Necessary.**

- a) Woodstock Lane South horse ride and footpath update
- WillKear quoted for 5 sections of work. For 4 of these sections (excluding the rural footpath alongside Woodstock Lane) a 25% deposit has been paid and the work is completed.
- Prior to commencement of this work a site meeting took place with Bill Kear and KH at which Carole Walker (SCC) was also present. She was happy for the rural footpath to go ahead on receipt of an email explaining the project. This was sent by the Clerk and approved in writing by Carole Walker. As WillKear contractors were on site they also agreed to do the rural footpath.
- This work was completed during w/beginning 5<sup>th</sup> February. The question of whether or not the balance of payment should be split between 2017/18 and 2018/19 or all settled in the current financial year is to be decided.

*Members of the public present at the meeting were interested in the work that had been undertaken. Sue Clark (Elm Farm) asked if the rural footpath could be extended from the farm entrance to Stevens Lane. This is a difficult and muddy section which is shared with the horseriders. It was agreed that this could be considered as a future project. The horseriders present at the meeting thanked the Highways & Transportation committee for undertaking the improvements to the horseride.*

**6. To discuss Cycling and action if necessary**

Caroline Stevenson's husband Peter, a keen cyclist, has now cycled the proposed recreational cycle route (from Coverts Road via Birthwood Lane and Arbrook Common to Claremont Road or Hare Lane). He reports the path is very wet from the end of Coverts Road, especially under the railway bridge. It was agreed the SCC Countryside Access Officer should be instrumental in keeping the route passable. It was agreed the Chairman and Clerk will compose an email explaining the Parish Council is trying to create a recreational cycling route and that issues of flooding along the route (especially under the railway bridge) should be addressed. Apparently this has been rectified previously when a drain was found to be blocked. **AP 40**

**7. To discuss Speed Watch and action if necessary.**

Currently Speed Watch has four sites in Claygate. Surrey Police have carried out an audit of the sites and report 2 sites - Hare Lane south footway by wooden fence opp 91 and Hare Lane north footway outside 153 by triple manhole cover, should be dropped as few cars are logged at these points. It was agreed to keep the other 2 sites on the data base. However, Surrey Police require regular activity at these sites ie monthly speed checks. It was agreed XW will contact Surrey Police and agree that the 2 sites identified should be dropped. **AP41**. It was agreed to take an unofficial look at alternative sites in Claygate that could be considered in the future.

**8. To discuss Public Transport and action if necessary.**

a) Bus routes, bus shelters & bus stops:

At the recent SCC Local Committee it was decided to have bus stop clearways at all K3 stops. This will mean cars cannot park at any time, a restriction which will be signed by wide yellow markings along the kerb. Anyone parking at the bus stops will be subject to a parking ticket.

The Chairman thanked Bob Pritchard for agreeing to become a co-opted member of the Highways & Transportation committee with special interest in Buses (routes and timetables). He agreed to be co-opted and will be kept notified of meetings with agenda and minutes. He will be happy to report to meetings via emails unless there are specific items in which case he will attend.

KH circulated Bob Pritchard's introductory presentation and report which is included in Appendix A

BP has signed up to an information service supplied by TfL which should provide regular updates of diversions and delays. He will report back on its effectiveness. He has agreed to pass on any disruptions to the Clerk for onward submission to the website. **AP42** For information.

With regard to possible extension of the K3 to encompass Coverts Road 2 or 3 times a day, BP confirmed that the bus companies will no longer consider the addition of part routes.

b) Trains: nothing to report

- c) Claygate Station: There has been a planning application for houses on the site of the old Station Master's House.

**9. To discuss liaison with SCC and action if necessary—with particular reference to:**

a) Road Maintenance and Footways

i) Water Leaks: Mark Sugden and XW have been in touch with Thames Water regarding the leaks at the mini-roundabouts and further down Oaken Lane, including at the junction of The Avenue. TW has been investigating and finding ammonia in the leaks, cleaned the sewer and found much fat. A local resident from Oaken Lane is also in contact with TW and has a different case worker. The reports from TW were unsatisfactory in that they were very technical and did not identify particular leaks – they were all lumped together as being in Oaken Lane. TW are currently working at Oaken Lane/The High Street for 4 days and there are three-way traffic lights.

It was agreed to continue to monitor the situation and, together with the local resident, report leaks as and when they occur.

ii) Hare Lane (between Loseberry Farm and Loseberry House): This section of Hare Lane footpath has narrowed due to slippage from the bank. Surrey CC's contractor has cleared it back at SCC Mike Bennison's instigation.

b) Highway Tree Replacement and Maintenance.

The Clerk has forwarded the contact details of the local residents requesting highway trees to Vanessa Relleen. Members of CVA are currently busy with the Music Festival. KH agreed to contact Vanessa Rellen to find out if trees can be considered in these areas. **AP43**

*Post meeting note: VR has ordered 5 trees from Barcham's which will be delivered at the beginning of March for planting when possible.*

c) Street Lighting. Nothing to report.

**10. To discuss parking and action if necessary.**

a) Off Street Parking: Claygate Parish Council continue to reiterate our concerns at the increase charges in local car parks and the lack of an initial free period. The response continues to be that the car parks are loss-making – especially Torrington Lodge. Part of the problem appears to be that substantial business rates are charged for any marked out car parks.

b) On-Street Parking: A local resident in Hare Lane has recently emailed the Parish Council regarding obstructive parking in Hare Lane. Following our own and Surrey CC's public consultation the Parish Council opted for minimum on-street controls, just short lengths in Church Road and also in Hare Lane up from the railway bridge. However, the Parish Council did not pursue the Hare Lane restriction because a resident wanted to continue to have opportunities to park on the street.

In addition a local resident has commented on a Riverside Bathrooms van parking in Meadow Road and Raleigh Drive. The Clerk has written to advise the resident that as long as the vehicle is not stolen, is taxed and not breaching any on-street parking regulations that there is nothing that can be done. Also it may be a local resident parking near his home. **AP44**

**11. To consider traffic calming and management and action if necessary.**

- a) Hare Lane traffic calming: Nothing to report.
- b) A309 exit to Woodstock Lane South: Responses have been received from Carole Walker and Nick Healey. This site has been added to SCC prioritisation list of possible future schemes for consideration by the Local Committee. Cllr Mike Bennison has been copied into their responses.

**12. To Discuss Street Signage and Action If Necessary.**

Missing 40mph sign in Woodstock Lane. Carole Walker has visited Woodstock Lane and will consider the need to replace the sign.

**13. To Discuss and agree Communication of Key Decisions to residents including input to the Courier and the Website**

Topics for the next Courier include Water Leeks for the current edition and the Woodstock Lane horseride/rural footpath for the next edition.

**14. Matters for Information Purposes Only.**

Zebra crossing Hare Lane: An email from Liz Shakeri (sent in error to Cllr Bill Chilcott) has been received by KH. In this email she recommends the removal of the blue signs to the Claygate Tennis which blocks the Belisha beacon approaching up the hill and that the new blue 'one way' sign at the slip road takes your eye away from the main carriageway. She has asked the Street Smart Team to remove them together with the developer signs. She has also recommended that the planter at the side of the crossing is removed. The planter is the responsibility of Claygate Village Association (Claygate in Bloom).

In his response KH agreed to the removal of the 'one way' sign but that the Tennis Club sign should be retained as, in his opinion, it does not block the Belisha beacon. Removal of the developer signs will be in line with EBC policy which would not be disputed.

**16. To Confirm the Date of the Next Meeting on Thursday 19<sup>th</sup> April 2018**

Meeting closed at 10.10pm

Signed:

Dated:

## Appendix A

### **Presentation to H and T Committee 15th February 2018: Bob Prichard**

**DECLARATION OF INTEREST:** incipient Editor of Capelfield News (may refer to bus access to hospitals, so may be relevant). Otherwise nil; I have never been employed by the bus industry.

### **BUS MATTERS: item 8(b) on Agenda**

My background is a lifetime interest in buses (and railways), especially timetables. From the user angle, I was very active from about 1980 to 2004 in the Loughton area (southwest Essex) in public transport matters. Several bus services were involved; it was good to see how much simpler the Claygate scene was on moving here in 2005, especially as a result of the work done by Hugh Ashton and London Transport in providing the K3, instead of the bizarre previous bus route that only linked Claygate with Hampton Court. Nevertheless, as committee members are aware, we still need to be watchful.

### **New operator from June 2018**

From 30 June, the operator of the K3 will change from Abellio to London United, who ran it prior to Abellio's period of contract. They will run the service with 11 new single deckers. I quote below Transport for London's note to me about the change of operator (it was actually a bus driver who informed me of the change-over):

'As you may already be aware [London bus services are] run through contracts with private operating companies. Each contract lasts for five to seven years after which time it is comprehensively reviewed and opened up for bidding. It may go to the incumbent bus company, or to a new one. In this way we ensure we are getting best value for money for our bus routes and incentivising the bus companies to run the best quality of service that they can. It is for this reason that the contract for the bus service on route K3 will be changing to London United.'

### **Integrity of the route**

It has occasionally been asked how sure we can be that the route will continue to serve Claygate. I can only answer 'as safe as anything is when funding is tight'. I would suggest there is no real risk at all for the link to the centre of Claygate, ie the loop round to the Village Hall. There is not really anywhere to turn the bus after Surbiton until it gets to this loop: running along the bypass from Hinchley Wood to Esher would be less attractive than running into Claygate as it would not pick up/set down passengers until Esher and would carry fewer passengers over this section than into Claygate. If funding becomes inadequate, the section from the Village Hall to Esher might possibly be vulnerable, but I would stress that I am not aware this has ever been mooted. TfL runs many bus routes out of London into the neighbouring counties; they bring passengers into the boroughs to the benefit not just of passengers but of traders. Just occasionally the routes are 'nibbled at'; two years ago, they wanted to reduce the 465 from Kingston to Dorking, so that it terminated at Leatherhead. This met with much local protest, and Surrey stepped in to part-subsidise it. But the 465 goes much further into Surrey than does the K3. Furthermore, the K3 is very well used, at least as far as Claygate.

There have also been occasional comments that we should not complain or make any suggestions about the route locally, seemingly with the thought that TfL might get 'fed up' with us and axe it accordingly. That is quite wrong. They respond very well to (constructive) criticism and comment. In

fact, if there are problems and no one complains, they might then argue that the route can be cut because no one is bothered about it. What they are in business for, though, is running a comprehensive, safe and well-used network, all aspects of which are routinely monitored. There are no realistic fears about the future of the K3.

### **Driver changeovers**

This aspect has caused problems for Abellio, with the changeover at Tiffin School in particular sometimes taking up to five minutes, so causing late-running which increases through taking in an excess of passengers in Kingston, and thus sometimes results in the next bus catching up. TfL state on this issue:

*'We decide where the driver changer-over locations are, but it is up to the operating company to roster their staff, so they'll determine when these change overs take place. When determining where change-over points are we try to find places where there are good links so relief drivers can get there easily. Where possible we look for locations that have driver facilities nearby (for example, near bus garages/stations) but where this is not possible (due to scheduling and driver hours) this has been calculated and factored into the decision.'*

With Abellio based in Twickenham, Kingston was probably the nearest point for changeovers, but London United are based in Tolworth, equidistant from Roehampton Vale and Esher. They changed drivers at the termini when they ran the route before and I hope this will be the case now, though I am awaiting confirmation from TfL. There are refreshment facilities at Asda for much of the week, as well as toilet facilities throughout the week except for Sunday evenings. These are not, to my knowledge, restricted; Asda, after all, gains from bus links.

### **Bus stop clearways**

This is always an ongoing issue, but very hard to implement, despite all TfL's efforts. My own view is that there are no serious issues locally, and that increasingly limited funding should not be wasted on moving bus stops. Looking specifically at Dalmore Avenue, my only thought was 'why is there not a bus stop on the other side of the road'. Even if you mark out a clearway, you have still got to find a way of enforcing it, although clear bus stop signs on the road obviously make sense.

### **Emergency diversions**

I am asking TfL to inform me of necessary diversions so that we can quickly publicise (by Twitter - through who?) locally. I am awaiting their response, though I understand they do provide such a service. There are clearly still problems with water leaks at the Hare Lane end of Oaken Lane, whilst near the junction of Oaken Lane with Manor Road South the road will need resurfacing before long (if that road is closed for that purpose, I am not sure the K3 can serve Claygate for the duration - but at least we should be told in advance.)