

These are draft minutes and are subject to approval at the next meeting.



HIGHWAYS & TRANSPORTATION COMMITTEE MEETING

8.00 p.m. on Thursday 11 December 2014

Village Hall Committee Room

Minutes

Present: **Councillors** - Ken Huddart (*Chairman*), Kate Hallett, Anthony Sheppard, Helen Maguire, Geoff Herbert, Mark Sugden (*ex-officio*)
 Co-opted members- Bill Chilcott, Caroline Stevenson, David Cowie
 Parish Clerk- Freda Collins
 5 members of the public

1. Apologies for absence

Cllr Mike Bennison
Helen Goodwin

2. Declarations of Interest in items on the Agenda

Cllr Huddart declared that he is Chairman of the Trustees of Claygate Village Hall Association, President of the CVA and Acting-Chairman of the Claygate Conservation Areas Advisory Committee.

Cllr Herbert is also a Borough Councillor.

Cllr Hallett is Secretary to the CVA and an employee of TfL.

3. Minutes of the last Meeting

Two corrections were made to the minutes of the meeting on 30 Oct 2014:-

i. Item 8- Drain in the green, line 5, the word 'do' was deleted.

ii. In section 5, there should be sub-heading "Woodstock Lane South horse ride".

The minutes were then approved and signed by the Chairman.

Cllr Sugden arrived at the meeting.

4. To report on the actioning of items from previous minutes.

AP45 Safe routes to school, walking bus. Dave Cowie will report under item 6

AP2. Trees in The Avenue. Cllr Mark Sugden and many residents turned out in The Avenue to help with tree planting. Seven donations have been received from residents.

AP8 Path on Littleworth Common. Cllr Huddart asked Elmbridge B.C. to reinstate, but has had no reply.

The Chairman then changed the order of the agenda in order to take Item 9 and public speaking.

9. Parking

a. Off-street parking.

The Chairman reported that at the liaison meeting with EBC, CPC repeated the request for the first half hour of parking in the car parks to be free. CPC Councillors made it very clear that there is strong demand from residents for a free half hour. This will be considered, but the initial response was that this would mean forgoing a sizeable part of the revenue as EBC state that this is the most lucrative time, so would not be willing to do this unless all the charges could be changed. They have agreed to provide data on revenue related to time spent in the car park. Cllr Sugden will follow this up to get the data. CPC should make a case for village car parks as compared to town/station car parks. It was noted that EBC are halfway through a three- year parking strategy so will not change anything in the immediate future.

We suggested installing an electric vehicle charging point. As expected there is no real business case for Elmbridge B.C. to do so, and it is already cooperating with respect to charging points e.g. in Waitrose and Sainsburys Cobham, so they did not seem interested in another one in Torrington Lodge car park.

b. On-street parking

The meeting was closed to take public speaking.

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Francis Boff- it was a year ago that residents from Foley Road and Claremont Road attended a meeting to bring the parking problems to the attention of CPC. Since then there has been minor tweaking by SCC with some line painting. The problem is set to get worse as Rowan and Claygate Schools have plans to expand.

Tony Spence then asked a series of questions:-

- i. does CPC recognise that there is a problem?
- ii. does CPC recognise that there is a safety risk for vehicles / pedestrians?
- iii. does CPC believe what is happening is consistent with Sustainable travel policy?
- iv. what will happen to Claygate car parks if they are underused?
- v. is CPC opposed to parking controls?

Sue Fisher- said that she represented many residents who are very angry about the situation.

The meeting then resumed.

i. Cllr Sugden then outlined the process SCC uses to implement changes to on-street parking controls:- Currently they have an annual review and a budget of only £15,000 for the whole Borough. Applications are put forward by a variety of bodies, such as individuals, Councillors etc. For the next review all the suggestions from Mar 2013 to Feb 2014 were collated. Of the 400 odd suggestions only 88 were taken forward and all the others discarded. These have been out to consultation from Jun- Nov 2014. Any objections are now being considered. The consultations finish at the end of Dec and then SCC have 6 months to implement. The process can take 2 years from the submission to implementation if the suggestion is taken up.

The process is being changed to a 5-year strategic plan. It is not known how suggestions can be fed into the system. Cllr Bennison is trying to clarify the situation.

Most of the controls that have been recently implemented or under currently under consultation were requested by CPC and others prior to the parking survey carried out by CPC:-

- i. the disabled bay by Boots instead of the extra one outside the Co-op
- ii. a larger bay in The Parade
- iii. Lines in Hare lane under the railway bridge
- iv. Double yellow at Claremont/ Foley Road
- v. lines on the bend opposite the Foley PH

These were pushed ahead by Cllr Bennison.

ii. CPC met with Surrey C.C. following our survey results. CPC has given SCC a vast amount of data and hopes that SCC will act. The roads most affected with parking problems are Hare Lane, Church Road, Foley Road and Gordon Road. The Avenue was listed as a problem road, but this has not been backed up by observation. Part of the problem has been alleviated by the laying down of double yellow lines at the junction with Hare Lane. We suggested to Rikki Hill an interim solution for immediate remedial action by having limited controls in Hare Lane, Foley Road and Church Road, to ensure that there were always short gaps in parking for vehicles to tuck into to allow opposing traffic to flow. But SCC needs to design a long-term parking control scheme. The scheme should have a holistic approach, otherwise, if partial controls are introduced the parking problems will just be displaced to other parts of the village. SCC has been advised that there is little support for on-street parking meters. It was noted that the CPC data is a useful starting point for SCC, but they will have to collect their own data in order to design a scheme.

iii. It was noted that SCC will no longer paint white lines over private driveways. Vehicles can be ticketed for parking over dropped kerbs, but EBC will not enforce this over private dropped kerbs only pedestrian dropped kerbs. This is because a vehicle parked over a private driveway could be the house owner's car or someone parking over the driveway with the owner's permission.

iv. The safety aspect of Foley Road was discussed and it was agreed that parking down both sides of the road together with a lot of pedestrian traffic was not a good mix. Traffic data is available in the Rowan School Travel Plan. Cllr Hallett will look at this.

AP9 Cllr Hallett to action.

v. It was agreed that people should be encouraged to use the trains. The parking policy of SW Trains is inconsistent with a sustainable travel policy as they charge high prices for their station car parks. This results in Claygate car park being only ½ to ¾ full. It was noted that a few years ago a developer wanted to use part of the station car park to build on, but this was firmly rebuffed. SW Trains are obliged to have station parking as part of their operating plan.

vi. It was noted that people do cycle to the station and the cycle racks are well used. SCC has just passed a new cycling strategy with new cycle routes. This looks very good on paper but there is no money to fund it- so they are trying to get a grant from the Government.

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vii. The meeting was asked if CPC has considered carrying out a Neighbourhood Plan. CPC did undertake a Village Design Statement but this was overtaken by the introduction of Neighbourhood Plans. CPC then decided to work with EBC on a Settlement ID plan. Unfortunately, the Settlement ID Plan has been suspended as there has been a change in the legislation. After the election in May 2015 the new Council may want to re-open the decision as to whether CPC undertakes a Neighbourhood Plan.

viii. It was noted that CIL money can be used for traffic control. It was explained that Claygate has received little CIL money, but there is over one million pounds in the CIL 'pot' controlled by EBC. Bids can be put to EBC for some of this money, but the projects must have Elmbridge-wide benefits.

ix. It was noted that residents in Dalmore Avenue did not support the majority decision for a double yellow line down one side of the street as they did not want to upset those that disagreed with the decision.

x. SCC will unveil their parking strategy in Mid February and are working with Boroughs regarding car parks. They are also trying to use private parking, such as village hall car parks, to help alleviate shortage of parking.

xi. Margaret Hicks emphasised the need to support local shops; CPC has already done this with numerous "free for an hour" bays in and around The Parade.

It was agreed that CPC should hold a public meeting and invite Margaret Hicks and Rikki Hill.

On Tuesday at 2240 Cllr Huddart had to walk from the station through part of Claygate. He noted that there were lots of parked cars in The Avenue (near Hare Lane), Hare Lane west side, and Aston Road, just like in our day time snapshots; Meadow Road was even more heavily parked than in the snapshot. These roads were rated as problem roads in many responses to our consultation survey; from this night time experience it may be that the problem is perhaps related to residents' own parking, rather than the much-maligned commuter parking. Perhaps the problems are being reported by motorists driving through the affected roads, rather than the residents there. Although one explanation is that the cars belong to commuters who are spending longer in London due to the time of year. This shows the need for the 6.30am snapshot.

Four members of the public left the meeting.

5. Bridleway Proposals & Rights of Way

a) Woodstock Lane South Horse Ride.

The site meeting of RBKT Councillors and Officers mentioned in the last minutes took place, visiting sites in Chessington and Claygate. Caroline and Cllr Huddart went along to speak to them. Cllr Huddart circulated a report on 7 Nov. It is likely that RBKT will refurbish the key track between Mansfield Road and Woodall Close, which would help riders from the Equestrian Centre to access rides to the south of Claygate without using Woodstock Lane South, or even Stevens Lane. This would reduce the need for riders to use Woodstock Lane South, which is close to traffic and hence inherently hazardous.

b) Woodstock Lane South Horse Crossing

Mary Marshall has worked hard to get a design and promised funding for a refurbished horse crossing of Woodstock Lane South. The land bordering the east side is owned by RBKT and the Environment Agency. To avoid this fact and the risk of road traffic hazards exposing her to legal challenge, Surrey C.C. has advised her to commission a Road Safety Audit, meanwhile it refuses to spend on or take responsibility for the horse ride. It is believed that the cost of the audit will be in the region of £400- but this needs to be verified by Nick Healey. It was agreed that Cllr Marshall or Huddart should contact Nick Healey.

AP10 Cllrs Huddart or Marshall to action.

Cllr Bennison has kindly agreed to contribute towards the cost of the audit. It was noted that the audit may conclude that no assisted crossing area is needed.

It was noted that an accident occurred recently at the horse crossing point in Copsem Lane. The horse was not involved but a cyclist and two dogs that were helping a horse and rider to cross were injured. Cllr Huddart noted that the accident rate at signal controlled crossings is high due to shunt accidents.

c) Ruxley Heights route to Barwell Court.

Bill has identified that the pedestrian gate has been locked thus blocking the pedestrian route through the narrow field to the A3 bridge. David Balchin, of RHRA, has helpfully contacted the new owner, who has removed the lock and agreed to leave his new gate at the bottom of the field open for pedestrians. Cllr Huddart would like to publish this fact so as to confirm the route as a deemed highway for pedestrians, but David Balchin wants first to have it agreed by his Association. There are misgivings about certain categories

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of user, such as fouling by dog walkers and wild behaviour by skate boarders. Bill reported that the pedestrian route is recorded in the Land Registry as a Right of Way.

Thanks were given to Bill and David Balchin for their help in this matter.

It was noted that at the recent Local Committee, the advice was given that if a person maintains a footpath for a certain length of time it becomes their property. Cllr Huddart will check this legislation.

AP11 Cllr Huddart to action.

6. Cycling

Safe Routes to Schools- David Cowie has contacted the Head Teacher of Claygate Primary School to see if he will provide information which will help David build up a picture of how the children get to the school. If postcodes can be provided, David will be able to assess how far the children live from the school, what are the shortest routes and what roads are crossed most frequently. The Head Teacher, Mr Taylor, is checking with the Information Commissioners to see if he able to give out this information.

David would also like to carry out a survey of the parents of the school to find out how children get to school and what would encourage them to walk or cycle.

It was noted that the school has a Travel Plan but it is very out of date.

Cycle Routes- SCC has published their policy on cycling on their website. David will study it.

It was noted that Somerset is providing new routes for cyclists on existing routes used by walkers/horses. This provides new routes for little money. This appears to be the new fashion in that the way to preserve routes is for them to become multi-user. Routes such as canal tow-paths or old railway lines can be shared.

7. Public Transport

a. Bus shelters, Routes & Bus Stops

Thanks to Bob Pritchard and Alex Coomes for adding to the website a good link to bus routes, and a traditional timetable.

Surrey C.C. gave a presentation of its Local Transport Review at the Elmbridge Local Committee on 8 Dec. The consultation is attracting great interest and is being extended a fortnight into February. There is not much of interest to Claygate, since the K3 is classified as a commercial route, and is provided by TfL. Surrey C.C. provides about £1m to 9 TfL for routes extending into Surrey. Some of this is for a share (under a half) of operational costs of the K3 in Surrey. Most of the £9m concessionary support (including free travel for the elderly) is dictated nationally, and there is no indication of this changing. So the review concentrated on two special Surrey C.C. provisions: for disabled pass holders to travel free at any time, and companion pass holders. These are highly valued by the beneficiaries and relatively inexpensive to provide.

It was noted that disabled travellers can now use their passes prior to 9.30 am. It is possible to register as a companion and get free travel in order to accompany a disabled passenger.

b. Trains

There were various comments that all peak hour trains would be 10 coaches long, and that the Wimbledon maintenance depot was being modified accordingly, but there seem to be only two long trains in the morning and one in the evening. New rolling stock is expected next year.

There is continuing news that TfL is supporting Crossrail 2, which will have extra track to Wimbledon linking e.g. to Hampton Court and Epsom, which will benefit Claygate's connection to London

c. Claygate Station

We continue to ask for an extra ticket machine, using recent events which produced press coverage of substantial queues when there were problems. Despite warnings of prosecution if found travelling without a ticket, it is possible to board the train and buy a ticket from the guard. Cllr Huddart recently boarded a train without a ticket as there was a queue at the ticket machine. The guard was not immediately available but when he came down the train examining tickets he happily sold Cllr Huddart the super cheap return to Waterloo, including Railcard, at the correct price.

The blind on the glaring light has still not been put on. Cllr Huddart will chase this.

AP12 Cllr Huddart to action.

8. Liaison with SCC

a. Road Maintenance and Footpaths

SCC is still running a Highways Localism Scheme; and in November invited applications to bid for funding from the scheme. This must be at least the fourth time that Surrey C.C. has invited us to share in its work

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(Lengthsman, Winter Maintenance, Localism with a strong national agenda). Since CPC has agreed that SCC should be doing these things for us anyway, our participation would represent a reduction in funding to us, so we have not participated. For items which need doing for which Surrey C.C. will not take responsibility, we have had reasonable success getting partial funding from Surrey C.C. (local member's allocation), a recent example amongst many being the repair of the village sign, and one we paid for unaided being the refurbishment of the footpath from Claremont Road to Arbrook Common. So, on current showing we would do better continuing to ignore the Localism funding.

However, Surrey C.C. may be trying to offload some of its responsibilities, and may raid existing funds (such as the individual members' allowances) to facilitate this. If so, we may feel that we have to sign up to the Localism agenda, with its considerable bureaucracy. Our starting point would be to identify projects, which we cannot fund in other ways.

It was noted that SCC has been more efficient in recent years- see Appendix A

b. Highway Trees

Rather than take responsibility for replacing the felled trees in Foley Road, Surrey C.C. has provided a £500 grant through Mike Bennison's fund, which joins similar amounts from our budget and local donations, making a good partnership operation. Sixteen trees have been delivered and most planted, with a final session scheduled for Saturday afternoon. Many thanks to our tree wardens and employed capable helper, Will. It was agreed that we are pleased with the cooperation between CPC and SCC. CPC has become part of the SCC process, but no other body is allowed to plant trees.

c. Street Lighting

The refurbishment programme is mostly complete, including heritage lights on The Green. Occasional problems arise, which are most quickly solved by "Report it" on the Surrey C.C website, or telephoning 0300 200 1003. If reported to Cllr Huddart, he first has to visit at the appropriate time to verify the report. Such a report was put to him on Monday regarding a street light in Aston Road; he was able to visit it at 2240 on Tuesday to identify which of the lights was out, the one adjacent to Norfolk Road, light N2, and has submitted a report to Surrey C.C.

Bill has reported a light in Foley Road as being out. It was noted that lights are usually repaired within 48 hours. If after two week the problem still exists, then it should be reported again.

It was noted that the snagging list compiled by CPC has been mostly done with the exception of Coverts Road, which still has the old orange lights. Cllr Sugden will report this directly to Skanska.

9. Parking

Already dealt with

10. Traffic Calming

Nothing to report

11. Street Signage

Nothing to report

12. Website & Courier

12.The Courier has just gone out.

12.2 Information about the meeting with SCC- what CPC has requested long and short term- should be included on the site.

13. Matters for Information Only

Cllr Hallett is obtaining quotes for grit bins and grit now that SCC has issued three licenses to place the bins. The grit bins will need to be marked as CPC property. The Clerk will ask the RHRA who supplies their bins and grit.

14. Date and place of the next meeting

8.00pm on 26 Feb 2015 in the Committee Room

Signed.....as a true and fair record of the meeting.

Date.....

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APPENDIX A

From Councillor John Furey, Cabinet Member for Highways, Transport and Flooding, Addlestone Division

Following the lessons learned from last year's severe weather and to improve the overall safety and performance of the network during the Christmas period, we have undertaken the three step action plan below

1. SPN Changes and early inspections

In order to get ahead of the winter bad weather and subsequent volume issues, the Surrey Highways inspections were accelerated throughout September, October and November (as part of the new SPN routes). This has meant that Kier have put an additional 6 reactive gangs onto the network for 3 months and consequently we have repaired many roads before Christmas that, under the old SPN routes, would not have been inspected until into the new year, repairing over 3,000 defects early and before the bad weather hits us.

2. Jetpatcher Crews

In addition to the SPN initiative we are also now preparing to bring onto the network two Jetpatcher machines and crews starting in January. These will be completing P3 defects and the traditional repair crews will be concentrating on P2 defects. The Jetpatching machines will offer significantly increased daily outputs and are again part of our plan for getting ahead of the winter weather increased volumes that hit us every year.

In order to start organising the programme of works for the Jetpatching crews, from this week the P3 defects will now be re-scheduled into Jetpatcher routes and the reactive gangs will continue with the P2s. This does **NOT** change our requirement to complete P3s within 20 working days and KPIs will continue to be measured against every repair through the KPI process.

3. New permanent material

Because the hot asphalt plants do not operate between Christmas and the new year, we usually have to carry out temporary repairs during this period and then return to site to complete a permanent repair at a later date. This year however, we will be trialling the use of Viafix cold lay permanent material using the traditional cut and patch repair method employed using hot lay material. We are very confident that this will provide as good a repair if not better than the hot lay material and will avoid the need to return to site to carry out a permanent repair in January thus mitigating a backlog of defects as has been the case in previous years. Reducing the 2nd visits will also mean less disruption to the travelling public. The significantly increased cost of the Viafix material will be paid for by Kier and will be mitigated by the savings from not having to return to site.

These initiatives are being trialled in partnership between Kier and Surrey and are a fantastic reflection of the improved relationship of the integrated team. We will continue to work together to try and tackle defects in the most efficient, cost productive way. These measures go further than ever before to ensure we are prepared to deal with the expected defect volumes that Winter brings.