

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



HIGHWAYS & TRANSPORTATION COMMITTEE MEETING

8.00 p.m. on Thursday 27 June 2013

Village Hall Committee Room

Minutes

Present: **Councillors** - Ken Huddart (*Chairman*), Anthony Sheppard, Mark Sugden, Geoff Herbert,
 Co-opted members- Bill Chilcott
 Parish Clerk- Freda Collins
 Borough Councillor: Mary Marshall

Cllr Herbert was not present at the start of the meeting.
Cllr Huddart, as the past Chairman, opened the meeting.

1. Election of Chairman

Cllr Huddart asked for nominations for Chair.
Cllr Sheppard proposed Cllr Huddart. Seconded by Cllr Sugden
There being no other nominations, Cllr Huddart was duly elected Chairman.
He was congratulated. He thanked the meeting.

2. Apologies for absence

Cllr Nick Hayes has resigned from the Parish Council due to ill-health. The Committee recognised the effort he put into various projects such as the refurbishment of the gateways and the attempts to solve the parking problems in Dalmore Avenue. He was thanked for all his work. The Clerk was asked to pass on these comments.
Cllr Kate Hallett who was on holiday
Caroline Stevenson
David Cowie
These were accepted.

3. Declarations of Interest in items on the Agenda

Cllr Sugden declared that he is a Trustee of the CRGT.
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.

4. Election of Vice Chairman

Cllr Huddart noted that Cllr Hallett is willing to stand again as Vice Chair.
He asked for nominations. Cllr Huddart proposed Cllr Hallett. Seconded by Cllr Sugden
There being no other nominations, Cllr Hallett was duly elected Vice Chairman.

5. Constitution of the Committee

The co-opted members are currently Bill Chilcott, David Cowie, and Caroline Stevenson. No-one has indicated they wish to resign. The Committee agreed they should continue.

6. Remit

The remit was reviewed and confirmed.

7. Risk Assessments

Cllr Herbert arrived at the meeting.
Generally, we have low risks, since most essential H&T work is done by authorities with the primary responsibility, which we have to chase. We do limited physical work e.g. planting trees and tidying up Rights of Way, which could result in injury to ourselves and others, and damage, for which we are covered by PC insurance and other risk assessments.
The Risk Assessment for tree planting was reviewed and the following changes agreed:-

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- i. Item 1- remove the word 'complete'. Remove the words 'and sites are chosen in accordance with this knowledge' and substitute 'for proposed sites which are chosen'.
- ii. There is a typo in Item 2
- iii. The word 'equipment' in Item 3 to be substituted by the word 'items'
- iv. In 'Action' - the following to be added 'the H&T member present will ensure that volunteers are aware.'

AP1 The Clerk will amend and circulate.

It was agreed to change the order of the agenda to take Item 10a Public Transport a. Bus shelters, Routes & Bus Stops

Prior to the meeting Cllr Marshall put forward a question to the Committee.

If we are having a new bus company why can we not look at the bus route?

The bus struggles along a very narrow Common Road but turns away from Coverts Road. There are many elderly residents house bound as they cannot walk to the nearest bus stop.

Could it be considered that at least twice a day the bus has an alternative route to the beginning of Holroyd Road where there is indeed an ample turning circle to accommodate the bus?

Surely we should consider ALL our Claygate residents not just some of them.

Many school children could also benefit from this service as well as young mothers who have no other form of transport.

Cllr Huddart replied by email and reiterated his reply at the meeting. The change of bus company is not necessarily an opportunity for route change since it is a periodic re-tendering to the best current provider, and has been awarded within minimal change. The Parish Council has since its inception seriously considered a K3 extension. A range of frequencies was considered, and there was consultation, particularly by Anthony Sheppard. Running every bus down Coverts Road would be expensive and would degrade the route for through travellers. It is not uncommon for bus routes to be extended to pick up more passengers and provide service to more people, but for this to then result in lower patronage, and hence failure of the route. Hub arrangements (like the K series of routes) attempt to overcome the problem, but mostly succeed if the individual routes are independently effective.

We also considered lower frequencies of the extended route, but it was clear that these would not attract worthwhile patronage, in that the disadvantaged residents would fail to use it and remain disadvantaged.

More recently, Michael Courtney campaigned for the extension and, despite our concerns, negotiated with London Buses. London buses are provided by London for Londoners, an attitude which is increasingly reinforced by the need to contain the unsustainable growing bus subsidy. Several of us individually realised that most of London's objectives, including serving its own population and Hinchley Wood School, could be achieved readily without running the K3 to Claygate. Route negotiations would encourage such reconsideration. We were therefore enormously relieved when Michael's negotiations came to nothing.

We currently consider it is irresponsible to seek further negotiations, since there is a significant risk of these leading to loss of the K3 for ALL Claygate residents.

It was agreed to find out whether the K3 is financially viable or if it is reliant on subsidies. The reason for change of operator is not known, but it is believed that Abellio was the cheapest tender. It was agreed to carry out more research into this subject and discuss again at the next meeting when Cllr Hallett will be back.

AP2 Cllr Hallett to provide information.

It was noted that there is insufficient information about the change over. Users of Surrey Abellio cannot use Oyster or special passes before 9.30am but London Buses users can. As the K3 comes under London Buses (Transport for London); Oysters and passes will be taken prior to 9.30 am as at present. It was agreed to include this fact in the Courier to reassure Claygate residents.

Cllr Marshall left the meeting.

8. Minutes of the last Meeting

The minutes of the meeting on 25 April 2013 were approved and signed by the Chairman.

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

AP24 *Funding for cycle parking at Claygate Primary School.* David Cowie to report.

AP32 *Surrey Rail Strategy consultation* Cllr Huddart will submit the agreed comments on 28.6.13. *Post meeting note: done*

AP33 *Bright lights at the station affecting The Parade.* Cllr Huddart notified Bill Brittan notified about the bright lights. No reply received, so renotified

AP34 *Designation of The Green .* Elmbridge B.C, was asked to designate The Green as a Green, but refused as it considers that there are already sufficient protections in place.

AP35 *Parking concessions.* Cllr Huddart contacted EBC supported by email from Darryl Taylor, Head of CPS. Helen Maguire has contacted Cllr Huddart about this matter as a parent received a parking ticket in the Hare Lane car park as the time covered by parking charges had changed from 10.00am to 9.00am. It was agreed that this was unfortunate and that the afternoon permits now need to reflect that they are also usable in the morning. Cllr Huddart will contact EBC again as matter of urgency to get the permits matter sorted out. **Matter outstanding**

AP36 *Traffic calming at The Oaks.* Kevin Ryan identified as The Oaks contact and participated in the question to Surrey (Elmbridge) Local Committee (see later).

AP37 Cllr Huddart to action. The minute is not clear on the intended action, since the item discusses various traffic calming issues which are past history or the requirement is not agreed

AP38 *Repositioning of cycle racks on the Rec* Cllr Huddart contacted Steve Wells.

AP39 *Fallen tree on the horse ride in Woodstock Lane South.* It was noted that the tree is not obstructing the bridleway, but Cllr Huddart notified the Area Office of the poor reinstatement of the footway and the need to rectify this.

AP40 *Roundway builders to clear up.* Cllr Herbert reported that the building work is finished and all problems dealt with.

AP41 *Fallen Hare and Hounds sign.* Cllr Huddart to action. The sign was soon removed, so there was no purpose in any action. The damage to the fence is being investigated as part of HGS maintenance, but the cause is not known. The Environment Committee has arranged for the fence to be repaired. *Post meeting note: done*

10. Public Transport

a. Bus shelters, Routes & Bus Stops

Already dealt with

b. Trains

No report. *Post meeting report: Consultation response on Surrey Rail Strategy submitted.*

c. Claygate Station

Cllr Hallett advised that the platform lengthening is being undertaken over the winter.

Bill Brittan has advised that the ladies' toilet is to be refurbished, with provision for those with disabilities. In thanking him Cllr Huddart has emphasised our concern about opening hours, which was criticised in the Surrey Rail Strategy.

Following our encouragement, SWT has provided enlarged cycle parking with its design of a double height sheltered arrangement, accessible from The Parade side. It is well used, cyclists generally preferring the upper level: by pulling out and lowering the rack it provides uncluttered access to place and lock the cycle. To prevent obstructive parking by cars, SWT has installed a pattern of bollards 9m away from the racks. The bollards are on SWT land, but are inconveniencing motorists who now do not have sufficient turning space to make a U-turn.

Cllr Huddart has measured the required clearance for cycle use as a maximum of 4m.

Cllr Huddart spoke to the new owner of the shop, which is situated next to the cycle racks. She likes the new positioning, since she cites a previous instance of a vehicle being parked so close that she could not open the door to her shop. The driver ignored her pleas and just went shopping in The Parade. In criticising such motorists she has noted three instance of them having bumps while reversing. This reinforces comments at the last meeting that the bollards are inconveniencing motorists U-turning in the space, whether for station pick-ups or when visiting The Parade.

We should note that U-turning in the car park is available. Claremont cars would prefer the bollards differently placed to allow them extra car parking space, but do not feel strongly. Cllr Huddart has told SWT and the shop owner of these issues, while emphasising the Parish Council's support for the traders in the Claygate Shopping Experience.

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The Committee agreed that we should request that SWT move the bollards back to the required 4m, but with some protection for the new shop, in order to provide sufficient turning space for motorists.

AP3 Cllr Huddart to contact Bill Brittan

11. Liaison with SCC

a. Road Maintenance and Footpaths

Cllr Marshall complained about the state of the roads in a recent copy of 'Focus' and the modern trend for patching. But patching is the new way of mending; only if the surface is too bad will it be subject to resurfacing or full reconstruction.

b. Highway Tree Replacement and Maintenance

The Environment Committee has asked for a tree on Meadow Road Green. The cost would be about £70 plus £70 delivery (which would be unchanged if many trees were delivered together). Currently we do not have an effective tree planting programme, although Vanessa believes there are 10 potential sites. Recently the tree-planting team have not been fit, but would seem to be fine now.

A resident of Dalmore Avenue has a tree, which they are willing to donate to be planted in Dalmore Avenue. Vanessa will inspect the tree and suggested site to ensure suitability.

c. Street Lighting

At the last meeting it was noted that the street lights are left on all night on the Rec. The CRGT has arranged for them to be switched off at 11.30pm.

12. Parking

a. Parking Policy

It was confirmed by the meeting that our policy remains to resist the proliferation of yellow lines, on-street charging and a formal parking zone. We go along with Surrey C.C.'s programme of introducing local controls where necessary.

b. Off- Street

(Off-street parking, including increased and Saturday charges and encouragement of car park use)

This is to dominate the next *Courier*. Cllr Huddart will provide the piece.

The last Parish Council meeting gave us the responsibility of continuing negotiations with Elmbridge B.C., as agreed at our meeting with it on 6 Mar 13.

The suggestion to operate a heritage market at Torrington Lodge has not progressed, since its originator was thinking of permanent stalls, to be operated on a regular (weekly or monthly) basis. This would take away from the space of the car park, contrary to the Parish Council's contention that this space is needed and should be retained. It was agreed to talk to Keya Ashram about this.

AP4 Cllr Sheppard to contact Keya

Elmbridge B.C. promptly honoured its offer of free parking for sports people on Saturdays, and Steve Wells has distributed the permits. He is also our contact for reduced rate season tickets for traders, but there has been no real uptake, as on the previous occasion. The season ticket rate has been raised to £244p.a., compared, to £740 at the station. The suggestion has been made that we should promote this as an hourly bargain (which would be 8.7p per hour). There is the suggestion that we should negotiate a traders' deal. This reduced rate for traders was offered before, but not taken up. It may be a good time to revise the offer.

AP5 Cllr Huddart to contact Anthony Jeziorski and John Strachan

Cllr Huddart has asked Elmbridge B.C. that the permits for parents to use the Old Village car park should cover 0900-1000am as well as the current 1500-16000 arrangement, to accommodate the change of times for charging.

There is an action on us to promote re-opening of the rear pedestrian access to Torrington Lodge from Hare Lane. Since we know there would be some objection, our proposal for it is to be part-time, say on Saturdays and Sundays, with the task of opening and closing being undertaken by CRGT, in conjunction with its activity of opening and closing the gate in Dalmore Avenue.

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Our main task is therefore to promote the use of the car parks, particularly Torrington Lodge, as a bargain, by comparison with using the Station car park. To avoid conflict with SWT we expect that we should avoid any activities in or at the access to the station car park, and should consider leafleting cars in The Parade. We should also consider modifications to the on-street signing, and to the information at the ticket machines.

Car park usage draft letter to Leader, Elmbridge B.C.

At our meeting on 6 March (copy of your notes attached), we agreed to work jointly to increase the use of Claygate car parks. Claygate Parish Council wants to do this, and would welcome your comments, and perhaps the suggested further meeting.

EBC was very prompt in providing free car park tickets for sports people, which have been much appreciated.

Regarding the possibility of a reduced price season ticket for traders, the traders have raised the issue as to whether the residents' rate (£122 p.a. permit) would apply. CPC is keen to promote season ticket use, and is doing so in the current *Courier*, and possibly by leafleting.

CPC continues to advocate use of the rear access to Torrington Lodge, and would appreciate working up the proposal to do this part-time.

b. On- Street

The Surrey (Elmbridge) Local Committee has agreed a package of local controls for consultation, based on inputs from us and others. Progress is disappointingly slow; for example it is years since we sought short yellow lines at the south (Rec.) end of Dalmore Avenue to facilitate turning. The Avenue at Hare Lane has been included in the list, although, on balance, we have not persisted with it. At the Annual Meeting David Parks spoke strongly in favour of further double yellow lines in Church Road and The Causeway, to supplement those that we achieved opposite in Church Road and Coverts Road. Cllr Huddart equally strongly resisted this. The marking has generally achieved what was sought, to ensure that there was space for the bus to turn out of The Causeway; David was concerned that, when a bus was at the stop in heavy parking conditions, cars had to wait behind; in view of our remit to encourage non-car use (which is reflected all over London) this seems acceptable, even desirable.

It was noted that, at the Local Committee in February, many controls were agreed. But some had to be changed, so all were delayed as the Officers wanted them taken together. The controls came up again at the recent Local Committee meeting, including some for Claygate. They were (again) formally approved and will now be put out to consultation. When they are advertised, we will have a chance to make comments/object. If agreed, the markings will be in place by the end of the year. It was noted that ID no 18 (Foley Road) and ID no 21 (Hare Lane) will need some amendment.

We have no further progress on the provision of a bus stop clearway in Hare Lane near Dalmore Avenue. To minimise the loss of on-street parking, which would arise from this, it was proposed to move the stop back to be closer to the car park, so that the two sets of controls would work together, and it would be unnecessary to provide so much run in length to the bus stop clearway. On site, London Buses said the frontager objected to moving the bus stop, so we now have an excessive length of control (albeit advisory and hence ineffective).

13. Traffic Calming

a. Woodstock Lane past the Travellers,

Caroline put a question to the Surrey (Elmbridge) Local Committee (**Appendix A, including the response**). The present situation is that Surrey C.C. (Area Office) has drafted a response.

Broadly, it rejects Caroline's request for a local 30mph limit as being inconsistent with Surrey C.C. policy, but discusses the possible adjustment of signs and markings to encourage lower speeds and the temptation to drive on the wrong side of the road (as occurred in one of the recorded accidents). It also suggests the creation of a bit of footway past the travellers, but this has the disadvantage of urbanising our country approach route, and may become overgrown like the verge path further south

b. Cushion removal in The Avenue and Aston Road. **Appendix B**

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The Avenue and Aston Road are in Surrey C.C.'s five year Horizon programme for road resurfacing, and it is to consult residents there as to whether they want to take the opportunity to have the cushions removed.

SCC wants to consult the views of residents, CPC and the Police. Cllr Huddart has responded that we have received requests for removal of the cushions and had an action to consult residents; hence we should be happy to assist. He suggested that residents should be made aware of the previous consultation (by Hugh Ashton) and their agreement to the installation of cushions; this was accepted.

It is believed that this applies only to The Avenue and Aston Road- but does not include Cavendish Drive. It was agreed to confirm this with Nick Healy.

AP6 Cllr Huddart to action

If Cavendish Drive is not included, this should be explicitly expressed in the consultation letter. It was agreed that this letter should go to all affected roads.

It was agreed that we must opt for retention of the calming measures as our policy is for traffic calming.

14. Bridleway Proposals & Rights of Way

There is a fallen tree on the horse ride beside Woodstock Lane South, north of the section of FP31 (which turns off to Chessington). Surrey RoW is asking how it was previously maintained. (see AP39)

a. BW32 Funding

CPC has agreed to contribute £1,000, and it is now up to the Moles to invoice the Clerk at the appropriate time. Work is proceeding apace, although technically delayed, and Bill has reported this. The resurfacing is being done to a reasonable standard and there is a lot of action at the drains near the A3, the success of which we cannot judge. Removal of the verge vegetation towards the Claygate end has exposed houses in Mountview Road to being too visible from the Green Belt. The vegetation may grow again naturally, but otherwise we may consider asking for it to be replaced.

b. Old Claygate Lane wet patch.

The variable weather (26mm rain in early June and very little since) has created a variable impact. The surface drainage introduced by Dave Page, others, and Cllr Huddart is effective in creating walkable routes on both sides. But there remains an obstinate waterlogged patch in the middle. We could continue to dig the surface drains to improve these walkable routes, or we could revert to more extensive and expensive measures including significantly deeper French drains. Southern Gas Networks is cooperative and will allow excavation within 3m of its 600mm high pressure main, or within 1m if their engineer is present. We did turn down Gerald Abrahams' quote for this because he included a narrow (60mm) pipe, which we reckoned would get blocked. Gerald has offered a site visit, which would be worth taking up.

Nick Healy has offered the scalplings from the soon to take place resurfacing work. It was agreed to speak to Gerald to see if he will do the work cheaper if we provide the scalplings. It was agreed that Cllr Huddart has put in a lot of work on the project and it would be a shame to lose this opportunity. If a good repair is made, SCC may be more inclined to take over maintenance of this lane. There is insufficient money in the Committee budget for this repair, so it was agreed to put a resolution for up to £1,500 into the meeting of the full Council next week.

AP7 The Clerk to action.

c. Old Claygate Lane

Gerald has also £195+VAT for annual strimming, compared with £170 last year and £200 the year before. It was agreed that this is a reasonable quote and to authorise the work.

d. Old Claygate Lane designation.

Cllr Huddart has had email discussion with Surrey RoW. He suggested that we seek designation as a Footpath or Bridleway. There are differing views, but we have previously considered a footpath as more suitable, and this is particularly the case when one sees the damage done by horses at the wet patch and further south. It was also noted that a width of 2m is required for a footpath, but 4m is required for a bridleway. As long as the fallen tree blocks the north end of the track, riders cannot go anywhere, so must just be adding this return bit to a longer ride elsewhere. Surrey RoW says that there would be delays in setting up the designation and the necessary

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collection of evidence of use, and a Formal Inquiry, and would prefer us to shortcut this by asking the frontagers to designate the track. Neither approach would change the maintenance status. It is believed that there are two significant frontagers: Surbiton Golf Club and Slough Farm. Cllr Huddart has spoken to the Golf Club and believes that they would cooperate, but he has no contact at the farm. He will ask Caroline if she knows the owners.

AP8 Cllr Huddart to action.

15. Cycling

It was reported that the Plantlock on the island near The Parade has not been planted for summer. Cllr Sheppard will examine and if found not to be planted, he will speak to Linda Wells about it.

AP9 Cllr Sheppard to action.

16. Street Signage

The sign for 'Stevens Lane' which is situated in the Woodstock triangle is very dirty. It has been reported to EBC, but has not been cleaned. Cllr Huddart will examine and report if necessary.

AP10 Cllr Huddart to action.

17. Website & Courier

It was agreed to write a short piece on the change of K3 operator. It was agreed to include that users of Surrey Abellio cannot use Oyster or special passes before 9.30am but London Abellio users can. As the K3 comes under London Abellio, oysters and passes will be taken prior to 9.30 am as at present. It was agreed to cover this fact in the Courier to reassure Claygate residents. Cllr Huddart will pass this article onto Cllr Coomes to post on the website.

AP11 Cllr Huddart to action.

Cllr Huddart will write a frontpage article on car parks for the Courier.

18. Matters for Information Only

None

19. Date and place of the next meeting

8.00pm on 29 August 2013 in the Committee Room

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

Date.....

Appendix A

SCC LOCAL COMMITTEE IN ELMBRIDGE – 24 June 2013

AGENDA ITEM 9a

RESPONSE TO WRITTEN PUBLIC QUESTION SUBMITTED

at the Elmbridge Local Committee on 25 February 2013

Question 1 : Caroline Stevenson, Resident

I would like to ask if the Members of the Elmbridge Local Committee are aware of the current dangers to children, pedestrians, horses and riders from fast traffic exiting the A309 Esher slip road and encountering these vulnerable road users, as well as the unexpected two-way traffic on Woodstock Lane South.

Vehicles leave the 50 mph A309 dual carriageway taking a wide left-curving slip road, and suddenly confront four major hazards.

1 There are children from The Oaks who often play between the site driveways, but with no pavement on either side, they are inevitably in the road. A child has been hit by a car here in the recent past. Pedestrians have no safe footway due to the irregularly-cut overgrowth from trees into the verges, pushing walkers onto the road.

2 There are horses and riders from three separate large stables along this short stretch of road. Visibility is obscured by the bend in the road, and riders face oncoming traffic on the wrong side of the road, as they ride home. As lorries swerve back to the correct side of the road their loads can shift noisily, upsetting the horses. Horses have frequently been spooked, as well as hit, in this vicinity.

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3 There is regular fly-tipping on this road, the amount often requiring Elmbridge to remove it by the truck load.

4 In addition, there is an on-going road surface problem, with water constantly leaking into pot holes which vehicles try to dodge around, (adjacent to The Oaks). After heavy rain this is a flood point too.

The current speed limit of 40 mph is sign-posted from the bottom of the slip road bend.

For the above reasons, I am requesting as a matter of urgency, a speed reduction to 30 mph. To improve visibility and reaction time I suggest the signs are attached from nearer the top of the off-slip road, where there are already lampposts to take them.

The request is only for this particularly hazardous stretch of Woodstock Lane South, to its T junction with Clayton Road.

Further comments from Ken Huddart of Claygate Parish Council:

I was delighted that Caroline Stevenson was able to put this question, and wish to support her by mentioning points that should be handled in the reply. I have now changed my view of the site. I did think that Claygate Parish Council had achieved what was necessary with the 40mph limit. But in researching her question, I have noted two relevant injury accidents in the five years to Feb 2011, for which I currently have records: one was a girl hit by a vehicle out of control, and the other (serious) a head-on/side-swipe collision. Although Caroline would like to see a 30mph limit (there are many precedents for this on exit slip roads), it may be more realistic to treat it as needing traffic calming of a route through a community. There is increasing official support for this sort of thing e.g. in *Manual for Streets*, and in the new Circular 01/2013, which repeatedly advocates the related matter of more 20mph limits. I well understand the limitations on traffic calming measures that would be acceptable here, and that one would have to concentrate on road markings, appearance changes and perhaps a gateway. Caroline has been able to identify an acceptable champion from within the dense traveller community, with whom you could establish real Localism. You would also note that the northernmost part of the community is a formal Surrey C.C. travellers' site, so you have an interest in keeping it safe.

Letter from Kevin Ryan, Gypsy Liaison Officer at Epsom and Ewell Borough Council, to Surrey County Council's Highways Department:

Dear Sir

SPEED LIMIT ON WOODSTOCK LANE SOUTH

I am responsible for managing the Oaks Traveller site in Woodstock Lane South on behalf of Surrey County Council. The site consists of 16 pitches, all of them occupied, and has a rather high number of children, 27 in all.

For some time now I have been very concerned about the speed of traffic along Woodstock Lane South which I believe poses a danger, not just for the residents living on the Oaks, but also for those living in the yards along this stretch of road, and horse riders, who I see on a regular basis. There is also a busy golf club entrance.

I have on many occasions witnessed motorists exiting the fast moving A309 and maintaining a similar high speed on Woodstock Lane South which is inappropriate for a single lane road. The access road from the Oaks is not very far from the A309 exit, so driving in and out of the site can be hazardous, regardless of the care taken by residents and visitors. In addition, Woodstock Lane South has no pavement or pedestrian pathway, so there is an increased potential for conflict between motorists and pedestrians.

As I have already stated, there are 27 children living on the Oaks and it is inevitable that, when playing, they will sometimes emerge in to the road, where I believe they are at high risk of being hit by a speeding vehicle. This in itself is, in my view, sufficient reason for giving serious consideration to a lower speed limit of, say, 30mph. The only other option would be to introduce speed humps.

I should be glad if you would please accept this letter as a request to consider a reduction in the speed limit on Woodstock Lane South

As a matter of courtesy I am sending a copy of this letter to Cheryl Poole, Community Partnerships and Committee Officer at Elmbridge Borough Council.

Yours faithfully,

The Chairman will give the following response:

First of all on behalf of Surrey County Council I would like to apologise to all interested parties for the delay in responding to Mrs Caroline Stevenson's original question. This response attempts to answer the concerns originally raised by Mrs Stevenson, and also the comments

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made by Ken Huddart of Claygate Parish Council and Kevin Ryan, Gypsy Liaison Officer at Epsom and Ewell Borough Council.

The principal concern raised by Mrs Stevenson, Mr Huddart and Mr Ryan is the risk of conflict between vehicles entering Woodstock Lane South from the A309 and other road users in Woodstock Lane South: pedestrians, equestrians, cyclists, other drivers, and in particular the residents of The Oaks, many of whom are children.

The accident history for Woodstock Lane, between the A309 and the Golf Club entrance, shows that between 1st January 2009 and 31st October 2012, there were two personal injury collisions. Surrey Police's record of the collisions reports that one collision involved a driver driving on the wrong side of the road, and suggests that the driver was travelling too fast for the conditions. On the day of this first collision the road surface was slippery due to the weather. The actual speed of the vehicle is not recorded. The other collision involved a young child running into a vehicle that was reversing, and did not cite speed as being a contributory factor. These are the only two accidents recorded in the previous full three year period for which records are available – this is the normal time period for accident analysis.

The data held on record of accidents since 1987 shows only three further accidents along this same section, one occurred in 1987 of unknown factors, and another in 1992 involved drunk cyclists. The third occurred in 2006 and is more relevant to the concerns expressed, in so far as the Police record suggests the driver was exceeding the speed limit, and also travelling too fast for the conditions. The Police record also suggests that the road surface was slippery (due to the weather) and that the vehicle's tyres were illegally defective or under inflated. While every casualty is regrettable, this is a good accident record when compared to other locations.

A number of specific safety concerns are cited, some of which could be addressed by engineering measures:

- The speed of vehicles leaving the A309.

The opportunity to reduce the speed limit on the A309 Kingston Bypass from national speed limit (70mph) to 50mph was taken following the reduction to 50mph on the A3. Although there was no change to the speed limit in Woodstock Lane South at this time, the reduction of the speed limit on the A309 would have reduced the speed of vehicles entering Woodstock Lane South.

It is suggested by Mrs Stevenson and Mr Ryan that the speed limit in Woodstock Lane South itself should be reduced to 30mph. Mr Huddart and Mr Ryan suggest that traffic calming should be provided. All three call for a reduction in traffic speeds at this location. As Committee is aware, only speed limits that are in accordance with Surrey County Council's policy may be promoted by the Local Committee. In this case a 30mph speed limit would not comply with the speed limit policy. Under the current speed limit policy this section of Woodstock Lane South would be considered to be either a road with partial development (though not enough development to be defined as a village), or a Local Distributor or Access Road. The minimum speed limit allowed for in the speed limit policy for such roads is 40mph. The speed limit policy has been designed in the knowledge that drivers only abide by speed limits where the road environment corresponds to the speed limit. Otherwise drivers simply disregard the speed limit and it is of no value. Therefore unfortunately a reduction of speed limit would be contrary to Surrey County Council's speed limit policy, and is unlikely to have any effect on driver behavior. On the other hand it may be feasible to introduce traffic calming measures – signs, road markings, coloured surfacing, a gateway feature, etc – to encourage drivers to slow down. It may also be feasible to move the current 40mph terminal signs closer to the A309, and to make them more conspicuous to drivers. These measures would be relatively inexpensive, in the range £20k - £30k, and would necessitate feasibility, detailed design, and (for the moving of the speed limit signs) a traffic regulation order. If such measures were to be provided, they would complement the existing warning signs on the slip road advising drivers to be aware of horses on the carriageway, as well as the existing SLOW markings.

Road humps are not permitted for roads with a speed limit greater than 30mph.

Surrey Police are responsible for enforcement of speed limit in Surrey. If there is any suggestion that drivers are flouting the existing speed limit, it would be for Surrey Police to investigate and respond to according to their own priorities.

- There is no footway in this section of Woodstock Lane South.

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

Initial assessment suggests that a new footway connecting the different entrances to The Oaks may be possible. A feasibility study would be needed to confirm this, followed by detailed design and construction if Committee would like to take this forwards. The total cost of providing a new footway in this section would be in the range £50k - £75k. The wear in the existing verge suggests that pedestrians are already using the verge on the east side of the road, and so if a new footway were to be provided, it would be beneficial to the local community. At this stage no surveys have been completed to quantify demand.

- The change from one-way to two-way operation at the foot of the slip road.

Close inspection of the road markings at the foot of the slip road suggests that the road markings have changed in recent years. The current road markings may lead drivers leaving the A309 towards the centre of Woodstock Lane South. Previous road markings would have encouraged drivers to keep to the left hand side of the slip road, and therefore would have encouraged drivers to enter Woodstock Lane South on the correct side of the road. Surrey County Council will amend the road markings at this location, to encourage drivers onto the left hand side of the slip road, and to encourage drivers to join Woodstock Lane South on the correct side of the road. The cost of this change is minimal, and will be covered from Committee's Pooled Revenue.

- Vehicles driving on the wrong side of the road.

This concern corroborates with the Police record of a collision in this location, mentioned above. This could be related to the change from one-way to two-way operation at the foot of the slip road. If so then the proposed change to the road markings should address this. If drivers are choosing to drive on the wrong side of the road elsewhere, in spite of the existing centre line marking, then there is no engineering measure that would address this; it is a case of poor driver behaviour.

- Overgrown vegetation pushes pedestrians into the carriageway.

Officers will inspect the vegetation and arrange for any overhanging vegetation to be cut back.

- Poor forward visibility due to the horizontal alignment of the road.

Where this poor visibility is due to bends in the road, Surrey County Council cannot improve the situation as this would necessitate acquisition of private land to be able to straighten the road or clear back the vegetation. Either way, the acquisition of private land is not feasible. Where this poor visibility is due to overgrown vegetation, this should be resolved by cutting back the overgrown vegetation.

- Poor condition of the carriageway – evident by the presence of potholes.

Officers will inspect the road and arrange repairs for any Safety Defects. Any defects that are not large enough to be considered Safety Defects will be left for the next routine inspection. If officers consider that the road requires more substantial maintenance, we will add the road to the list for consideration by the Local Committee in the next round of prioritisation.

- Surface water ponding.

Surrey County Council cleared its surface water drainage system in Woodstock Lane South during 2011. Previously to this the underpass underneath the A309 would flood whenever there was significant rain. As a result of the clearance work in 2011 any surface water on Woodstock Lane South near The Oaks will discharge into our drainage system. Officers have monitored the situation since 2011 and are satisfied that the surface water drainage system is still operating as intended. The gullies in this section do tend to fill with silt relatively quickly, and therefore require regular attention to ensure the system continues to operate. Notwithstanding the work completed in 2011, there is a British Telecom (BT) manhole cover in Woodstock Lane South, from which water discharges continuously. Officers have made BT aware of this, but to date the source of this water is unknown. In addition there is an occasional

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discharge of water from The Oaks site onto the carriageway in Woodstock Lane South. The residents of The Oaks have informed officers that this water originates from the A3; this discharge generally coincides with significant rain. Surrey County Council's surface water system, now that it is working, is adequate to deal with these water sources, although the water emanating from the BT manhole does make it appear as if there are puddles on the road, even when there is no rain. Officers will continue to investigate the source of this water with BT.

Children playing in the road.

This is related to the fact that there is currently no footway in this section of Woodstock Lane South. It may be that if a footway were to be provided, that children would no longer play in the carriageway. On the other hand it may be that children would continue to play in the carriageway.

Fly tipping.

This is the responsibility of Elmbridge Borough Council to respond to according to their statutory powers and responsibilities.

Ultimately it would be for the Local Committee to prioritise any of the measures suggested above, and to identify funding for the feasibility, detailed design and construction works. Surrey County Council's Local Committee for Elmbridge has divided its Highways budgets equally between its nine Divisional Members for this Financial Year, with priority decisions being made by individual Members. These decisions were made in March 2013 to enable this Financial Year's programme of works to be delivered.

Prioritisation of schemes for next Financial Year's programme will take place during Autumn 2013. At this juncture Officers will make the Divisional Member aware of the possible scheme in Woodstock Lane South. If the Local Committee continues its strategy for allocation of Highways budgets into next Financial Year, it would be for the Divisional Member to decide whether this scheme is a priority.

In the meantime if the Local Committee considers the concerns described above to be a high priority, and should be addressed without delay, Officers would be pleased to commission the necessary feasibility study, if funding were to be made available from a Member's individual Member.

Appendix B

Dear Resident,

RE: TRAFFIC CALMING (SPEED CUSHIONS) IN THE AVENUE AND ASTON ROAD

In April 2013 Surrey County Council began a five-year £100m programme of carriageway maintenance that will result in 10% of Surrey's roads being resurfaced. This programme is called Project Horizon. The Elmbridge part of this programme was presented to Surrey County Council's Local Committee for Elmbridge on 24th June; further details are available at www.surreycc.gov.uk. A number of roads in Claygate are due to be resurfaced in Claygate as part of this programme, including The Avenue and Aston Road later this Financial Year.

It has been suggested that the speed cushions in The Avenue and Aston Road should be removed when these roads are resurfaced. The cushions were originally introduced in the 1990s to mitigate the use of The Avenue, Aston Road and Cavendish Drive as through routes from Hare Lane to Oaken Lane, using money from Nynex (now Virgin) secured by Councillor Hugh Ashton. Residents were consulted, using local representatives, and opted in favour of the cushions. Surrey County Council would now like to ask all residents of The Avenue, Aston Road and Cavendish Drive whether or not they would like to keep the speed cushions or to remove them. There is no opportunity to change the speed cushions - only to keep them or to remove them. Likewise we could not remove some and keep others - we would either remove them all or keep them all.

Therefore please could you let us know your views on the following two questions:

- 1) Would you like to keep or remove the speed cushions in The Avenue? KEEP / REMOVE
- 2) Would you like to keep or remove the speed cushions in Aston Road? KEEP / REMOVE

The results of this consultation will be presented to Surrey County Council's Local Committee for Elmbridge in September 2013, together with the views of Surrey Police and Claygate Parish Council. It is this Committee that would then decide how to proceed in respect of the two roads.

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Please could you respond by ##### by indicating your answer to the two questions above and returning this letter in the pre-paid envelope provided. If you have any enquiries please do not hesitate to call 0300 200 1003 or to e-mail highways@surreycc.gov.uk.

Yours sincerely,