50. QUESTION TIME

No questions were submitted.

51. PETITIONS

No petitions were submitted.

52. APOLOGIES FOR ABSENCE

There were no apologies for absence. Apologies for lateness were received from Councillor Johnson-Creek who was in attendance for items 58, 59 and 60.

53. MINUTES

The minutes of the meeting held on 19 January 2017 were confirmed as a correct record.
54. DECLARATIONS OF INTEREST

Councillor John Ayles declared a personal interest in item 7 (Riverside Public Realm SPD).

Reason: Councillor Ayles’ wife is a member of the 1st Surbiton Sea Scouts organising committee. The 1st Surbiton Sea Scouts are regular users of the riverside.

Councillor Liz Green declared a significant personal interest in item 9 (Grand Avenue – Objection to the introduction of a zebra crossing outside Grand Avenue School) and withdrew from the Committee whilst this item was being considered and took no part in the determination of this item.

Reason: Councillor Green’s children attend Grand Avenue School.

55. NEIGHBOURHOOD MANAGER’S REPORT

Gemma Gallant, Neighbourhood Manager, gave an update on areas of interest within the Neighbourhood. Members have now allocated all of their Ward Funding for the 2016/17 year, a full update will be provided to the Committee at their next meeting on 13 June 2017. The Surbiton Neighbourhood Conversation event took place on 21 February 2017, the focus was on the development of the Neighbourhood Community Plan. It was noted that there is likely to be an additional public meeting, held over the Summer, to help finalise the plan’s contents.

56. RIVERSIDE PUBLIC REALM SPD

The Committee were consulted on the contents of the draft Riverside Public Realm Supplementary Planning Document (SPD) which was authorised for public consultation by the Growth Committee at its meeting on 7 February 2017. Once adopted the SPD will carry material weight for consideration as part of the Council’s Development Control decision making processes.

The area covered by the SPD stretches from the north entrance of Canbury Gardens to Seething Wells in Surbiton. The eastern extent of the study area varies but it typically extends to the depth of one urban block. This has been defined in relation to land use, function and intensity of usage. Kingston’s historic growth is intimately linked to its position on the River Thames and this remains one of the town’s key assets. However, despite recent improvements, the links between the town and the riverside are often poor and the quality of the public realm does not fulfil its potential. In some areas it is also subject to conflicts due to the various roles the riverfront has to fulfil.

The SPD will set out a clear vision for the riverside alongside key design principles which are intended to realise the opportunities presented by the site and to create a framework that seeks the delivery of a vibrant, sustainable and ecologically rich riverside environment. The SPD will support the wider aspirations for the town.
centre’s growth, public realm investment and improvements to movement through and around the area.

The public consultation on the draft SPD will be undertaken for a minimum period of eight weeks. All stakeholders who have previously engaged with the Council on the draft SPD will be contacted and invited to both comment and to attend consultation events. Letters will also be sent to all residents and businesses within a 500 metre radius of the SPD area and representatives of local amenity groups will continue to be engaged.

During their consideration of the draft SPD it was noted by Members that the draft SPD does not encompass the entire length of the borough’s riverside as it focuses solely on the river alongside Kingston Town Centre and some Members expressed the concern that the omission of the riverside to the north of Canbury Gardens and south of Seething Wells may lead to ambiguity.

It was noted that the section of the draft SPD relating to the ‘Character of the Riverside’, and in particular the subsection relating to the island of Raven’s Ait, makes no reference to the home of the 1st Surbiton Sea Scouts. The Sea Scouts are one of the largest community groups in central Surbiton and it was the view of Members’ that their role in the community should be reflected in the SPD.

Members noted that the draft SPD refers to shared spaces for pedestrians and cyclists and that any decisions on cycling infrastructure will need to linked to work being undertaken by the Council’s Go project team. The Committee also noted that as the river serves as the borough’s boundary the Council will need to work closely with the London Borough of Richmond in order to ensure that the SPD’s ambitions are reflected on the other side of the river.

The Committee noted that the draft SPD refers to the Queen’s Promenade as having ‘few points of interest’. The Queen’s Promenade is a peaceful stretch of the riverside that is enjoyed by many in its current form and this should be reflected within the SPD’s description of the area.

Councillor John Ayles declared a personal interest in item 7 (Riverside Public Realm SPD).

Reason: Councillor Ayles’ wife is a member of the 1st Surbiton Sea Scouts organising committee.

57. **ESELL ROAD CPZ REVIEW**

The Committee were presented with the results of a consultation exercise that was undertaken in the Browns Road area in order to review the Ewell Road Controlled Parking Zone (CPZ) scheme and, to assess if there are now fewer parking spaces available for residents in Browns Road, Warwick Grove, South Place, Richmond Grove, Alpha Road, Hobill Walk, Middle Green Close, Britannia Road, Mayberry Place, King Charles Crescent, parts of King Charles Road and in parts of Ewell Road.
The consultation also asked residents whether they would like to see the introduction of a Parking Permit Area (PPA) on their road. A PPA scheme would deter other road users from parking on the road and thus increase the number of spaces that are available to residents and their visitors. PPA areas require neither parking bays nor signs allowing vehicles to make greater use of available kerb space.

The consultation took place between July and September 2016. Consultees were asked the following two questions:

1. Has the introduction of the pay and display scheme on Ewell Road had an impact on your capacity to park along your road?

2. Would you like to have a Parking Permit Area (PPA) scheme in your area?

660 properties were consulted and 70 responses were received. This is a response rate of 11%. A full breakdown of the consultation responses received is set out in Annex 1 of the report. Given the low response rate the report’s recommendation was that no further action should be taken at this time.

A number of residents addressed the Committee on this issue from the public gallery. The following is a summary of the comments made:

- Residents often struggle to find a space to park on the roadside.

- Residents who cannot park on the road often park in the car park at the vacant Newent House instead and there is a great deal of concern about where these residents will park once this car park is no longer available.

- Residents often find their cars blocked in by road users who have parked irresponsibly.

- A local business is concerned that any new restrictions will be detrimental to trade as they will discourage customers from visiting.

In their consideration of the report it was the Committee’s view that there continues to be serious parking problems in this area and that action needs to be taken in order to address this issue. However, it was also the Committee’s view that the options considered thus far are unsuitable and that alternative schemes need to be developed in consultation with residents and local ward Councillors.

**Resolved** that Officers should consider alternative options for controlling parking in this area and that a revised scheme should be developed, in consultation with the Chair and Berrylands ward Councillors, and submitted for the Committee’s consideration at the earliest opportunity.

Voting: Unanimous.
58. GRAND AVENUE - OBJECTION TO THE INTRODUCTION OF A ZEBRA CROSSING

The Committee considered the introduction of a zebra crossing on Grand Avenue outside Grand Avenue School. Grand Avenue links Elmbridge Avenue and Elgar Avenue and it is used by local residents travelling to and from the school. A number of parents and local ward councillors have contacted the Council seeking improvements to the crossing point on this road outside the school.

The report noted that there have been no recorded collisions at this location in the last 3 years and that the combined volume of traffic in both directions during the AM peak hour is approximately 146 vehicles which is a low figure when compared to roads outside other local schools. The average speed of vehicles in this section of road is a relatively low 23mph. Given these factors the site does not meet the technical justification for a formal pedestrian crossing according to the latest Department of Transport guidance.

Despite not meeting the guidance requirements it is felt that a safer crossing in this location will benefit pupils and their parents/carers and encourage more walking to and from the school and that it will also assist other vulnerable road users. Council policy supports safer routes to schools and the improvement of pedestrian routes as they are key factors in helping to reduce reliance on motor vehicles. Achieving a modal shift from the private car will benefit the wider community by reducing traffic noise and air pollution. Given the above the report recommended the introduction of a zebra crossing.

The Committee received a petition in favour of the installation of the crossing containing 481 signatures.

Resolved that the installation of a zebra crossing is approved as set out in Annex 1 of the report.

Voting: Unanimous.

Councillor Liz Green declared a significant personal interest in item 9 (Grand Avenue – Objection to the introduction of a zebra crossing outside Grand Avenue School) and withdrew from the Committee whilst item was being considered and took part in the determination of this item.

Reason: Councillor Green’s children attend Grand Avenue School.

59. LOCAL IMPLEMENTATION PLAN 2017/2018 SETTLEMENT AND DELIVERY PROGRAMME

The Committee’s views were sought on the Local Implementation Plan (LIP) funding settlement as confirmed by Transport for London (TfL) on 16 December 2016. The settlement largely reflects the amounts requested in the borough’s application that was endorsed by the Residents Committee on 14 September 2016 following consultation with Neighbourhood Committees.
TfL use a needs-based formulaic system to allocate funds to London boroughs to enable them to introduce highway improvements that are in line with the Mayor of London’s Transport Strategy (MTS). Boroughs explain how they intend to do this through their Local Implementation Plans and they set out in their LIP Delivery Plan the schemes that will be introduced in order to achieve these objectives.

The LIP funding received from TfL will support a range of local transport improvements including a number of strategic corridor improvements, cycling and walking schemes, bus stop accessibility improvements, various neighbourhood engineering schemes, smarter travel initiatives and principal road maintenance.

The Council also submitted a bid for year 2 funding for the major scheme Connecting Kingston Riverside, which will seek to enhance accessibility and permeability to the area where HRH Gloriana will be moored. This year 2 funding has been awarded as part of this settlement.

In their consideration of the settlement Members made the following comments:

- The proposed public realm improvements for Ewell Road will need to be designed and implemented in coordination with the Council’s Go Cycle programme.
- Ward Councillors should be consulted on the proposed Victoria Road public realm improvements.
- The Committee would welcome an update on the status of the Kings Charles Road ‘Iron’ bridge repairs.

**Resolved** that the 2017/18 LIP funding settlement is endorsed.

Voting: Unanimous.

60. **NEW MAP-BASED TMO SYSTEM**

The Committee’s approval was sought for new map-based Traffic Management Orders (TMOs) which will be used to populate the Council’s new map based software system.

The Council is moving from a document-based TMO record keeping system to a new map-based software system called ParkMap. The ParkMap system will provide rapid access to accurate data about on street restrictions online thus providing a robust public facing map system that details all the on street parking restrictions and traffic control measures within the borough.

When the transfer takes place a new TMO will be advertised which will capture all the marked restrictions and associated signs currently in place on the ground and this consolidated TMO will be used as the base for the new ParkMap system.

In recent months on-street surveys have captured parking-related data for use within the new ParkMap system. Whilst the vast majority of on-street restrictions are aligned
with the existing document based TMOs there will inevitably be some discrepancies between the existing TMOs and the length of the lines marked on the street.

As the new consolidated TMO will reflect the position on the ground and because there is no Committee authority for these discrepancies formal approval was sought for the entirety of the new consolidated TMO in order to minimise the risk of any potential challenge.

**Resolved** that the changes proposed in order to allow a moved to the new map-based TMOs are endorsed.

Voting: Unanimous.

61. **URGENT ITEMS AUTHORISED BY THE CHAIR**

There were no urgent items.

Signed…………………………………………………………………………Date…………………………

Chair