

**ROYAL BOROUGH OF KINGSTON UPON THAMES**  
**ENVIRONMENT AND SUSTAINABLE TRANSPORT COMMITTEE**  
**12 FEBRUARY 2019**

**(7:30 pm – 10:18 pm)**

Councillor Hilary Gander **(Chair)**  
Councillor Malcolm Self **(Vice Chair)**

Councillor Zain Abbas  
Councillor Kim Bailey  
\* Councillor Fiona Boulton  
Councillor Tim Cobbett  
Councillor David Cunningham  
Councillor Kevin Davis  
Councillor Andreas Kirsch  
Councillor Olly Wehring  
Councillor Yogan Yoganathan

\*Absent

**26. QUESTIONS, PETITIONS AND PUBLIC PARTICIPATION**

A number of questions were raised by members of the public. A summary of these is attached but they do not form part of the minutes of the meeting.

No petitions were submitted.

**27. APOLOGIES OF ABSENCE AND ATTENDANCE OF SUBSTITUTE MEMBERS**

Apologies for absence were received from Councillor Fiona Boulton.

**28. MINUTES**

The minutes of the meeting held on 27 November 2018 were confirmed as a correct record.

**29. DECLARATIONS OF INTEREST**

No interests were declared.

**30. MEDIUM TERM FINANCIAL PLAN 2019-20 TO 2022-23 AND DETAILED BUDGET AND COUNCIL TAX 2019-20**

**Appendix A**

The Committee considered the proposed budget for 2019/20 to 2022/23 and the detailed information for Cycling, Environment, Air Quality, Waste, Parks and Open Spaces, Street Scene, Heritage and Arts, Nature Conservation and Open Spaces,

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Transport and Highways and Parking be recommended to the Finance and Contracts Committee. The Committee's comments will inform a recommendation to the Finance and Contracts who will cover the overall draft budget and make recommendations to Council, where the formal decisions on the budget and Council Tax level for 2019/20 will be taken. Members were asked to refer in particular to the following items:

1. Budgetary growth has been provided for highways, transport and regulatory services as set out in Annex 5 items 5 to 7; and for air quality, green spaces and waste in Annex 5 items 17 to 21.
2. Budget reductions are shown in Annex 6 of the report. These include items 20, 38, 39, 51 to 53, 60, 71 to 82, 87 to 93 and 96 to 100 which relate to parking, waste, green spaces and street cleansing contracts, items 4, 14 and 37 which relate to highways, transport and regulatory services and items 58 to 59, 61, 64 to 67 and 69 to 70 which relates to Heritage and Arts.
3. The Capital Strategy is set out in Annex 11 including the General Fund Capital Programme in Enclosure 1. The programme includes new projects related to waste and environment items 47 to 49 and additional funding for an existing environment project item 46. Item 50 includes the latest TfL capital Highways funding, items 53-58 include new or existing rolling programmes within Highways.

**Resolved** that the proposals in the budget report regarding the 2019/20 budget for Cycling, Environment, Air Quality, Waste, Parks and Open Spaces, Street Scene, Heritage and Arts, Nature Conservation and Open Spaces, Transport and Highways and Parking be recommended to the Finance and Contracts Committee.

Voting:

Those in favour: Councillors Hilary Gander, Malcolm Self, Zain Abbas, Kim Bailey, Tim Cobbett, Andreas Kirsch, Olly Wehring and Yogan Yogathan.

Abstained: Councillors Kevin Davis and David Cunningham.

**31. LOCAL IMPLEMENTATION PLAN 2019/20 AND LIP 3**

**Appendix B**

The Committee considered the Local Implementation Plan (LIP) Funding Settlement of £1,309,600 as confirmed by Transport for London (TfL) on 16 December 2018 and the approval of the third LIP Transport Strategy for the borough.

The LIP Settlement reflects the amounts requested in the Borough's application to TfL under the specific funding stream for Corridors and Neighbourhood schemes and Local Transport Funding, Principal Road Maintenance and Major Scheme award, and the level of funding for each stream is detailed in the report. TfL currently 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 (LIPs), and set out in their LIP Delivery Plan what schemes will be introduced to achieve these objectives.

**Resolved that –**

1. The 2019/20 LIP Funding Settlement and outline Delivery Plan as attached as Annex 1 of the report be approved, noting that the allocations are in line with those noted by the Committee in September 2018.
2. The draft LIP 3 attached as Annex 2 of the report be approved for submission to TfL/ Mayor for London, and that any minor amendments be delegated to the Assistant Director Transport, Highways and Regulatory Services in consultation with the Chair of the Environment and Sustainable Transport Committee.

Voting: Unanimously in favour.

**32. PLANNED HIGHWAY MAINTENANCE 2019-20**

**Appendix C**

The Committee considered the proposed planned highway maintenance programme for 2019/20. Valued at over £800m, Kingston Council's highway network (comprising both carriageways and footways) is the most visible, well used and valuable physical asset which the Council is responsible for. To meet the Council's corporate objective of providing a safe and sustainable highway network for businesses, residents and visitors, will require considerable investment in the heavily used highway assets to maintain them in a serviceable condition. The highway maintenance needs have been reviewed, as set out in Annex 2 of the report, and prioritised on a borough-wide basis.

The Annual Highway Investment Programme has traditionally been made up of Council's capital funding to deliver the planned maintenance programme for non-principal roads, and funding from Transport for London (TfL) for maintenance of principal roads. In 2018 TfL suspended funding for strategic and principal road maintenance as part of the Local Improvement Plan (LIP) settlement to authorities for two years due to TfL's constrained budgetary position. The planned maintenance programme for this year is, therefore, funded entirely from council capital which will only apply to non-principal roads.

The Committee were asked to approve the proposed £1.75m that has been included in the draft capital budget for 2019/20 for highways and footways planned maintenance. This sum matches the sum for 2018/19. The 2019/20 budget and the Medium Term Finance Strategy (MTFS) is due to be considered at the Finance and Contracts Committee and Budget Council in February. The allocation for 2018/19 was £1.75m, and £100,000 was secured from TfL for the most essential maintenance of principal roads. An additional £396,000 was provided directly by the Department for Transport (DfT) in November 2018 for delivery in the same financial year. An update on the progress of 2018/19 schemes was provided in Annex 1 of the report.

**Resolved that –**

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1. The current status of schemes from the 2018/19 planned highway maintenance programme as detailed in Annex 1 of the report, be noted.
2. The prioritised planned highway maintenance programme for 2019/20, as detailed in Annex 2 of the report, be approved, with Officers delegated to deal with any in-year changes that may prove necessary.

Voting: Unanimously in favour.

**33. REVIEW OF THE VEHICLE CROSSOVER POLICY**

**Appendix D**

The Committee considered the adoption of a revised borough-wide Vehicle Crossover Policy. The Council's current Vehicle Crossover Policy (the Policy) was adopted in 2008 and it now needs to be revised. The Policy was attached as Annex 2 of the report. The proposed revised Vehicle Crossover Policy, as set out in Annex 1 of the report, is more detailed and provides comprehensive information for applicants (the Revised Policy).

Depending on particular circumstances, property owners may also require separate planning permission under the Town and Country Planning Act 1990 (the 1990 Act). This should be secured before the submission of an application for a vehicle crossover under the Highways Act 1980 (the 1980 Act). The Policy and the Revised Policy only deal with the highways application part of the process. A report on the Revised Policy was submitted to each of the four Neighbourhood Committees in January for consultation. The comments made by these committees are set out in the "Consultations" part of the report.

Having considered the report it was the Committee's view that it is important to ensure that local Ward Members are kept informed of new crossover applications in their ward so, if they are minded to do so, they have an opportunity to submit representations on individual crossovers as these applications are being considered by the process set out in the Revised Policy. It was also the Committee's view that the policy should be periodically reviewed and if necessary it can return to the Committee in future years if, once in practice, modifications are deemed to be required. It was noted that minor changes to the policy can be made under delegated authority.

**Resolved** that –

1. The comments from the four Neighbourhood Committees on the proposed revised Vehicle Crossover Policy, are noted.  
Voting: Unanimously in favour
2. The revised Vehicle Crossover Policy as set out in Annex 1 of the report is approved and shall come into force on 1 April 2019.  
Voting: Unanimously in favour
3. Ward Members will be informed of all crossover applications in order to allow Members the opportunity to submit representations on these applications to

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officers while they are being considered by the process set out in the revised Vehicle Crossover Policy.

Voting: Those for Councillors Hilary Gander, Zain Abbas, Tim Cobbett, Olly Wehring, Yogan Yoganathan, Kevin Davis and David Cunningham.

Those against: Councillor Kim Bailey

Abstained: Councillors Andreas Kirsch and Malcolm Self.

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

There were no urgent items authorised by the Chair.

Signed.....Date.....  
Chair

## **QUESTION TIME**

Mr James Giles asked the following two questions on behalf of Ms Caroline Scott:

1. What justification is there that Cross Rail 2 (CR2) will bring significant relief to the transport problems we face throughout the Borough. Based on base development target of 30,008 new homes for Kingston Borough in the London Plan period plus an additional 16,309 units associated with CR2, we would need at least a 70% increase in transport capacity (46,317 new homes divided by current homes in the Borough of 66,000) across the Borough merely to sustain the status quo which is crowding and congestion which is "currently severe and predicted to worsen" according to the council's own officers.

The Committee heard that all the evidence held by the Council on the London Plan is available on the Council's website and this includes a study of transportation. Officers are happy to meet with local residents in order to discuss this and this will be looked at in more detail as the Council develop the Local Plan and looks at options. The headline figures are set by the Mayor for London and all the evidence being considered by the Mayor's office is available on the Mayor for London's website.

2. What evidence is there that the council is "robustly" challenging planned growth targets for the Borough as laid out in the SHLAA 2017 given it is not challenging its large site allocation and is positively embracing Opportunity Area status?

The Committee heard that Council Officers had attended all the sessions for the examination in public that are relevant to the Council's objection. In some of these sessions, where seats were limited, the Council's objections will have been heard alongside other London boroughs' concerns as part of a shared matters submission.

Mr James Giles asked the Committee about the Council's 'Big Belly Bins' and the recent reports and photographs that show the bins overflowing and what is being done to clean the bins. Councillor Gander thanked Mr Giles for his question, work is already being undertaken to check the bins sensors both those that detect when the bins are full as well those that detect when the lids are jammed, and officers will investigate any individual instances and update Members on progress. It was noted that the bins themselves are scheduled to be cleaned quarterly. Mr James Giles also asked the Committee about whether the Council intends to employ a Conservation Architect given the number of Conservation Areas within the borough. The Committee were informed that a number of options were currently being considered for the provision of this expertise to the Council but these options do not just include in-house provision.

Ms Alison Fure asked the Committee about the Council's adopted Tree Strategy and whether healthy trees are being felled contrary to the provisions of the strategy and

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what impact this is having on the borough's biodiversity. Ms Fure cited concerns about healthy trees having been felled at Kingsmeadow and at the New Malden Go Cycle works. The Committee thanked Ms Fure for her questions. The Committee asked officers to investigate any incidents of healthy trees being felled at Kingsmeadow or as part of the New Malden Go Cycle Route and for the results of this investigation to be shared with Ms Fure. If residents are aware of any healthy trees being felled then they should report this to the Council as soon as possible.

Mr Mark Handley asked the Committee about electric vehicle charging and when the Council intends to install lampposts that contain charging points within the borough. The Committee thanked Mr Handley for his question. The Council is currently undertaking the first step of the adopted Ultra Low Emission Vehicle Strategy which includes the identification of 25 locations for rapid charging points. The second stage will see the installation of up to 40 charging points in the first year and finally the third stage will be where the Council looks at the installation lamppost chargers that will be looked at as part of a programme that reviews the borough's street lighting.