

SUTTON SOUTH, CHEAM AND BELMONT LOCAL COMMITTEE

10 September 2015 at 7.00 pm

MEMBERS: Councillor Tony Shields (Chair), Councillor David Hicks (Vice-Chair) and Councillors Mary Burstow, Trish Fivey, Jane Pascoe, Holly Ramsey and Graham Whitham

ABSENT: Councillors Richard Clifton and Patrick McManus

14. APOLOGIES FOR ABSENCE

Apologies were received from Councillors Richard Clifton and Patrick McManus. Apologies were also received from Hannah Witkoskwa and David Harrison.

15. DECLARATIONS OF INTEREST

There were no declarations of interest.

16. MINUTES OF THE LAST MEETING

The minutes of the meeting held on 2 July 2015 were agreed as a correct record and signed by the Chair.

17. UPDATE FROM THE SAFER NEIGHBOURHOOD TEAM

Sergeant Anna Smith gave the following update:

That in Sutton South the Police promises were that patrols were to be increased, to make smart water kits available to residents, and to work with ward councillors on the 20 mph zone. The Police had issued injunctions on anti-social behaviour and were conducting speeding operations. Officers within the ward had been called up to be part of Gold response, however were starting to return to normal duties.

In Cheam and Belmont there had been a recent spike in burglaries and theft from motor vehicles which officers were working on addressing. There had been 26 motor vehicle crimes within 12 weeks in the area over the summer. There had also been arrests with intent to supply in the area. Officers had been working on monitoring speeding in identified problem areas between 9am to 6pm, however were planning to change the times to monitor speeds at different points in the day. It had been found on Brighton Road the average speed was 35mph, with the highest speeds between 40-49mph. Chiltern Road had a top speed of 34mph, York Road had a top speed on 28mph, Maldon Road had a top speed of 38mph, Banstead Road had a top speed of 38mph and Sandy Lane had top speeds between 35 and 45mph.

Sergeant Anna Smith stated that those caught speeding were a mixture of residents and those from outside the borough.

The Sergeant stated that on 29 September a meeting would be held by the Metropolitan Police where the options for £800million savings would be assessed, including the future of PCSOs within the Force.

The Committee requested that it was consulted on any plans to change the PCSO support of the local area, as they were a valued resource and were considered to be the approachable face of the Police. It was felt that the London Borough of Sutton should express the concern felt at the possible loss of PCSOs in the area.

Councillor Mary Burstow suggested that the Council's Scrutiny Committee should review any options to change the support provided by PCSOs, in its role to scrutinise the Police.

Sergeant Anna Smith agreed to provide the name of the Sutton Police lead on possible changes to PCSO support.

Resolved:

1. To note report.
2. That the Local Committee be consulted on any possible changes to PCSO support in the local area.
3. To recommend the Scrutiny Committee review any proposals to change PCSO support across the borough following the Metropolitan Police announcement on the future of PCSOs.

18. PUBLIC QUESTION TIME

There were no public questions.

19. SPEEDING MOTORISTS

The Head of Highways and Transport presented a report on speeding motorists in the local area, which can be found attached to these minutes. Traffic accidents across the three wards over the last three years had been analysed to identify those accidents which were caused by speeding. Speeding included driving over the speed limit of the road and driving too fast for the conditions at the time.

The Committee were shown that the number of pedestrians killed by speeding dramatically increased as the speed went up, from 1/40 when the vehicle was travelling at 20mph to 9/10 when the vehicle was travelling at 40mph.

There were a number of methods that could be used to change driver behaviour, from further education and training and designing road which reduce speed, using both traffic calming measures and physiological measures. It has been found that the most effective measures to reduce speed is traffic calming, 20mph zones and automatic speed signs. Policing was stated as being fundamental to reducing speed and it was important that the Council worked with them to identify areas of improvement.

In the London Borough of Sutton there are not safety cameras on Council roads, however there were some on Transport for London roads. These were only placed where there were high levels of major accidents, and had been found to reduce death and serious injuries by 42%.

Within the three wards, over the last three years, 137 accidents had occurred, of which 10 were speed related. The accident sites were going to be investigated to establish whether any changes could be made to the environment to reduce the risk of accidents reoccurring. Speed surveys were going to be undertaken at the sites using 24 hour automatic traffic counters, and officers requested councillors and residents should suggest any further roads where there were concerns regarding speeding.

It was noted that the vast majority of accidents were due to drivers not taking due care, such as checking their SatNavs and using their mobile phones. Furthermore, residents sometimes have a perception that speeding was taking place when vehicles were travelling at the speed limit.

Mr Peter Matthey suggested that the VA's the Council owned could be moved to be more effective. The Head of Highways and Transport agreed to look into whether it was possible. In addition, Mr Matthey requested that the two cameras on Belmont Rise be switched on. It was noted that these were Transport for London cameras which the Council could not activate. Officers were aware that TfL were upgrading cameras and would look into whether the cameras on Belmont Rise were being upgraded.

The Committee noted that Portsmouth City Council had introduced a 20mph speed limit across 94% of roads, however it was suggested that while it was a cost effective way of reducing speed it was not as effective as introducing traffic calming measures.

Councillor David Hicks enquired whether there was data on the impact of drivers using mobile phones, the number being caught and what the penalty was. Councillor Tony Shields requested that the Police bring statistics relating to mobile phone use to the next committee.

Councillor Graham Whitham suggested that it was important that Sandy Lane and Burdon Lane were considered in their entirety, rather than a piecemeal approach.

Resolved: That

1. A report on the analysis of speed surveys and accidents be brought to the next Local Committee, with the following roads included:
 - Mayfield Road, The Ridgway and Chalgrove Road
 - Hulverston Close
 - Roads to be provided by the Cheam and Belmont Safer Neighbourhood Team ward panel
 - Peaches Close, near the sports club
 - Anne Boleyn's Walk

2. A report on the analysis of all traffic accidents be brought to a future Local Committee.

20. SUTTON HOSPITAL SITE

The Head of Economic Renewal and Regeneration, Amanda Cherrington, gave a short overview of work which was being done on the London Cancer Hub project. Following feedback at the last Local Committee, consultation was postponed and officially began at the engagement session prior to this meeting. On 21 September 2015, from 7pm to 9pm, there would be a larger engagement session taking place at the Institute of Cancer Research, to which all residents of the roads which border the hospital sites would be invited to. Ward councillors and local community group Chairs would also be invited.

The project team were currently reviewing other cancer hubs in the country, engaging with staff at the hospitals, and reviewing the local area, including the local infrastructure and demographic. The team were also looking at the Sutton Hospital site and how a pop-up consultation hub could be sited there which was eye-catching.

An outline concept would be drawn by Christmas and consultation on the concept would take place in the new year. At present the team were engaging local residents and staff only as there were no concepts to consult on at present.

The Committee queried how the project would progress as the Sutton Hospital land was owned by the Epsom & St Helier NHS Trust. The Head of Economic Renewal and Regeneration stated that the acquisition of land was still to be decided, however the Cancer Hub was across three institutions which could work better together.

The Head of Development Management and Strategic Planning informed the Committee that an application for the demolition of buildings on the Sutton Hospital site had been submitted and was due for consideration at the Planning Committee on 30 September 2015. The NHS Trust were required to identify how they intended to mitigate against possible harm to protected species, including bats, within their ecological statement.

Concerns were raised that hoarding had gone up on the Sutton Hospital site around the protected Victorian buildings. The Head of Development Management and Strategic Planning agreed to look into the locations of the hoarding and the plans of the NHS Trust.

The Head of Economic Renewal and Regeneration noted that the preferred method for residents to engage with the project was through the website, however further events would be taking place, including a possible event on Sutton High Street to gather a wider view of the scheme. The Chair clarified that the Local Committee would continue to receive updates on the Sutton Hospital site at future meetings.

Councillor Jane Pascoe suggested that the consultation should also be on the London Borough of Sutton website so residents were able to find it.

Councillor David Hicks noted that the Department of Health had announced that 1.57 hectares of land on the St Helier Hospital site was available for housing, however the site was designated a medical site. The Head of Development Management and Strategic Planning stated that there had been difficulty gaining information from the NHS Trust on future plans for the site, however it was important to gain an understanding of these plans to inform the development of the Local Plan.

Resolved: To note.

21. TRAFFIC AND HIGHWAYS MINOR PARKING SCHEMES

The Head of Highways and Transport, Gary Smith, presented a report on minor parking schemes within the local area. The Council had received 320 requests for 256 roads in the borough, 25 requests from the Sutton South, Cheam and Belmont local area covering 20 roads. The report proposed five schemes to be progressed and residents would be contacted by the Council to discuss the plans and what could be implemented.

Resolved: That

1. A total of £9,000 be financed from the Local Transport Fund of £15,749 remaining for the Local Committee. The funding to cover investigation, Traffic Management Order and implementation costs for the schemes listed below.

Belmot Ward

- Downs Road – Introduction of ‘at any time’ loading restriction (double kerb marks) to prevent obstruction of driveways, improve sightlines, and improve road safety.
- Hillside Road – Introduction of ‘at any time’ waiting restriction (double yellow lines) protection markings to prevent obstruction, obstruction of driveways, improve sightlines, and improve road safety.

Cheam Ward

- Kingsdown Road – Introduction of ‘at any time’ waiting restriction (double yellow lines) protection markings to prevent obstruction, obstruction of driveways, improve sightlines, and improve road.
- Mickleham Gardens junction with Pond Hill Gardens – Introduction of ‘at any time’ waiting restriction (double yellow lines) junction protection markings to prevent obstruction, improve sightlines, and improve road safety.

Sutton South Ward

- Tapestry Close – Introduction of ‘at any time’ waiting restriction (double yellow lines) protection markings to prevent obstruction, obstruction of driveways, improve sightlines, and improve road safety.

2. Delegated responsibility to process, consider and resolve any objections received to the Traffic Management Orders be given to the Executive Head of Safer and Stronger Communities, in consultation with ward councillors and the Local Committee Chair.

22. NEW SUTTON LOCAL PLAN

The Head of Development Management and Strategic Planning, Andy Webber, gave a presentation regarding the Local Plan and encouraged residents to get involved in the consultation process. The Local Plan is the Council's core planning document that contains planning policies which the Council considers planning applications against.

As part of the preparation of this new Local Plan the Council wishes to engage in early discussions with residents and businesses. Whilst there are 'formal' stages of consultations the Council will engage with residents throughout.

The Local Plan covers a period of 15 years and could take up to two years to complete. It is needed to meet changing demands and trends and to ensure that growth is controlled and directed to appropriate areas to protect the quality and suburban nature of Sutton. It should set out a clear vision and be user friendly.

If residents would like to get involved or receive Local Plan notifications please email ldf@sutton.gov.uk.

The Head of Development Management and Strategic Planning informed the Committee that there was synchronicity with the London Cancer Hub work, and the work that was being done of that project would feed into the Local Plan ensure the Plan was data driven and robust. Residents were encouraged to feed into both projects.

The Committee were informed that current housing target set by the Greater London Authority was 210 new dwellings per annum in the borough. However, the target was to rise to 363 per annum, and could rise to 500 per annum if Tramlink was to be extended to Sutton. All boroughs across London had been given an increased housing target.

The Local Plan was being developed by Council officers, led by the Head of Development Management and Strategic Planning, with external consultants working specific projects including the Sutton Town Centre masterplan and the London Cancer Hub project. The Council viewed working with consultants on these projects as an investment, as these schemes would enable the Council to bring in more investment to the borough, identify development areas and identify infrastructure improvements. It was necessary to update the Local Plan as the current Plan was based on data from 2005, which was outdated, and it was important that the Council was able to respond to current issues. Furthermore, a new Local Plan would enable the Council to more successfully defend refusals for planning permission at appeal as the Planning Inspector would always review the Local Plan.

Resolved: To note.

23. PUBLIC REALM PROJECTS AND PRIORITIES

The Locality Lead Officer, Chantelle Swaby, introduced this report and also delivered a short presentation detailing some of the completed public realm schemes and progress on current schemes. The Committee were informed that scheme SSCB/1516.4 (litter bin for Belmont Pastures) had been completed since the publication of the agenda.

The Head of Highways and Transport, Gary Smith, informed the Committee that progress was being made on the highways schemes and implementation would take place in the next couple of months.

The Committee were informed that £48,091 remained within the Public Realm budget and that councillors and residents could propose new schemes for funding by contacting the Locality Lead Officer. Suggestions from Councillors Mary Burstow, Richard Clifton and Graham Whitham, and Mr Peter Matthey, as below, were being reviewed by officers and would be brought to the next Committee for decision.

- Supply and installation of two picnic tables and litter bin for Cheam Recreation
- Permanent fencing around the seasonal pond in Cheam Recreation
- Replacement of two of the finger posts which current have 'Cheam Village Bowling Club' to say 'Cheam Croquet and Bowls Club' (one in the car park and one at the junction of Ewell Road/Park Lane)
- Connection of the central path to the roadway at the north end with a track running along the south and west border, making a circuit.
- Clear the disused land at the Belmont railway station.

Councillor Tish Fivey suggested that Public Realm funding could be used for the regeneration of the area outside Sutherland House, and Councillor Tony Shields stated that funding would also be sought from other funds options.

It was requested that officers liaise with the Cheam Traders regarding the Christmas lights to ensure they are working for the switch on event. Councillor Mary Burstow also requested that Station Way was closed for the evening.

Mr Keith Percy requested that the unfunded scheme for Highfields Area was amended to remove Downside Road.

Resolved:

1. To note the progress on current Public Realm schemes.
2. To agree the recycling of the net balance, as detailed in Appendix A section 5 of the report, to unallocated balances.

24. NEIGHBOURHOOD GRANTS

The Locality Lead Officer, Chantelle Swaby, presented a report on Neighbourhood Grants which had been awarded under delegated authority since the last meeting.

Resolved:

1. To note that Neighbourhood Watch were awarded £300 for targeted work within Sutton South, Cheam and Belmont.
2. To note Little Leagues were awarded £500 towards supporting local residents

25. ANY URGENT ITEMS BROUGHT FORWARD AT THE DISCRETION OF THE CHAIR

There were no urgent discussions.

26. DATE OF NEXT MEETING

The next meeting of the Sutton South, Cheam and Belmont Local Committee will take place on 19 November 2015 at 7pm at Overton Grange School, Stanley Road, Sutton, SM2 6TQ.

The meeting ended at 8.43 pm

Chair:

Date:

Speeding Motorists

**in Sutton South,
Cheam & Belmont**



Speeding Motorists

- **Introduction**
- **The Dangers of Speed**
- **Who Speeds**
- **How Can Speed Related Accidents Be Reduced?**
- **Enforcement**
- **Sutton South, Cheam & Belmont**
- **What's Next?**

Introduction

Inappropriate speed contributes to around 14% of all injury collisions, 15% of crashes resulting in a serious injury and 24% of collisions which result in a death and are recorded by the police.

This includes both 'excessive speed', when the speed limit is exceeded but also driving or riding within the speed limit when this is too fast for the conditions at the time (for example, in poor weather, poor visibility or high pedestrian activity).



The Dangers of Speed

- Hit by a car at 20 mph, 1 out of 40 pedestrian will be killed - 97% will survive
- Hit by a car at 30 mph, 2 out of 10 pedestrians will be killed - 80% will survive
- Hit by a car at 35 mph, 5 out of 10 pedestrians will be killed - 50% will survive
- Hit by a car at 40 mph, 9 out of 10 pedestrians will be killed - 10% will survive

Who Speeds?

The DfT 2009 Speed Survey showed that:

- On 30 mph roads, 46% of car drivers exceed 30 mph and 16% exceed 35 mph
- On 40 mph roads, one quarter (22%) of car drivers speed, and 8% go faster than 45 mph
- On 60 mph roads, 8% of drivers speed but only 1% go over 70 mph
- On 70 mph dual carriageways, almost half of car drivers (42%) exceed the speed limit, with 10% going over 80 mph



Driver Education

- Education is absolutely vital in trying to change attitudes towards speeding.
- It is essential that the dangers caused by driving at inappropriate speeds are clearly explained and demonstrated.
- It will be far easier to persuade people to drive at safer speeds if they understand and accept that driving too fast significantly increases the chances of being involved in an accident, and significantly increases the chances of that accident being serious or fatal.

Driver Training

- Speeding is a symptom of a more general poor attitude towards driving. One of the weaknesses of the UK's driver licensing system is that once the driving test has been passed, the driver is licensed, virtually for life, with no requirement and very little incentive to develop his/her driving skills any further.
- Drivers can voluntarily take further training, such as Pass Plus or courses offered by driver training providers such as RoSPA, but there is little incentive for individual drivers to do so.



Highway Design and Engineering

- Drivers' choice of speed is partly dependent on the characteristics of the road on which they are driving, and drivers' perception of what is a safe speed on a particular road will often differ to that of other road users, such as pedestrians, pedal cyclists and horse riders. Therefore, it is important that road design gives drivers the right messages about the maximum safe speed.

Highway Design and Engineering

- Safer roads benefit all road users, but especially those who are most vulnerable: pedestrians, cyclists, motorcyclists, children and the elderly.
- The measures that are most effective in reducing vehicle speeds and thereby reducing road death and injury are 20 mph zones with traffic calming, 20 mph limits, vehicle activated signs, and psychological traffic calming.

20 mph Zones with Traffic Calming

- 20 mph zones are areas where the speed limit has been set at 20 mph and traffic calming measures have been put in place.
- A Transport for London review of over one hundred 20 mph zones in London also found that they were very effective in reducing road injuries to children. In the zones, speeds were reduced by 9 mph and traffic flows by about 15%. Road casualties in the zones were reduced by 45% and fatal or seriously injured casualties by 57%.



20 mph Limits with No Traffic Calming

- A more recent approach is the use of 20 mph limits over an area, but without the traffic calming measures. Road signs and markings, and education and publicity are used to encourage drivers to stay within the limit.
- Portsmouth City Council is the first local authority in England to implement an extensive area-wide 20 mph Speed Limit scheme (without traffic calming) covering most (94%) of its roads
- Overall, the number of roads with speeds of 20 mph or less increased.



Vehicle Activated Signs

- Vehicle activated signs are a way of drawing a driver's attention to the road environment. One type of VAS are Speed Indicator Devices (SID), which detect the speed of oncoming vehicles and, if above the speed limit, flashes the speed the driver is doing or the speed limit of the road, sometimes with warning messages such 'slow down'.
- A large-scale evaluation was conducted into the effectiveness of VAS by TRL in 2002. It found that VAS reduced the speed by up to 7mph.



Psychological Traffic Calming

- In general, more complex road environments create a greater cognitive load on drivers, which induces them to slow down to give themselves time to understand the surroundings.
- There are several ways by which the road can be modified to ensure that drivers do not drive at an inappropriate speed. The road width, or perceived road width, can be reduced in order to create the effect of narrowing the road and increase the perceived risk.



Policing

- Roads policing is a fundamental and irreplaceable activity, which plays a key role in saving lives and minimising injury on the road.
- In order to do this effectively, roads policing must be given its rightful priority by the government and the Police Service, and be adequately resourced.
- The Police have many priorities, including tackling many forms of violent crime, all of which are extremely important. They must, therefore, allocate and prioritise their limited resources to the best possible effect.



Safety Cameras

- Cameras are a very effective way of persuading drivers not to speed, and thereby reducing the number of people killed and seriously injured.
- An independent review of more than 4,000 safety cameras over a four year period shows conclusively that cameras significantly reduce speeding and collisions, and cut deaths and serious injuries at camera sites by 42%.

Sutton South, Cheam & Belmont

Accident Statistics 01/05/12 – 30/04/15 (3 years)

Accident Severity

	Fatal	Serious	Slight	Total
Sutton South	0	0	28	28
Cheam	2	4	72	78
Belmont	0	6	25	31
Total	2	10	125	137

Sutton South, Cheam & Belmont

Accident Statistics 01/05/12 – 30/04/15 (3 years)

Speed Related Accident Severity

	Fatal	Serious	Slight	Total
Sutton South	0	0	3	3
Cheam	1	0	4	5
Belmont	0	1	1	2
Total	1	1	8	10



Locations of Speed Related Accidents

Sutton South

- **Worcester Road/Stanley Road** **1 No Slight**
- **The Quadrant/Wellesley Road** **1 No Slight**
- **Langley Park Road/Waton Road** **1 No Slight**



Locations of Speed Related Accidents

Belmont

- **Cornwall Road/Grange Road** **1 No Serious**
- **Brighton Road/Station Road** **1 No Slight**



In Summary & What's Next?

In Summary

- We've identified the risks of speeding
- We've identified the control measures
- We've analysed the accidents
- We've identified the locations

What's Next?

- We will have to undertake speed surveys
- Report back to the Local Committee with our findings

Any Questions?



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