

Third Chessington Business Working Group Meeting
Thursday 4th December 2008
Time 8:00am – 10:25am
UniChem House – Canteen Area

MINUTES

Attending	Ellis Christian (Beck Interiors), Alex Brewe (Business IT Systems), Colin Weeden (John Artis), Colin Gutsell (Lakey and Co), PS Gabriel Cameron (Metropolitan Police – Tolworth Safer Neighbourhoods Team), PS David Boyle (Metropolitan Police – Chessington Safer Neighbourhoods Team), Mike Pragnell (Mollart Engineering), Kate Parke (New England Seafood International), John Mumford (RBK Economic Regeneration/Business Support), Paul Dearman (RBK Traffic and Transportation), Louisa Gent (RBK Road Safety & Travel Awareness), Zerje Chung (RBK Road Safety & Travel Awareness), Shadia Rahman (RBK Energy Strategy Development Officer), Alan Fowler (Society of London Manufacturers, Ken Butler (Specialized), Neil Brown (Specialized), Richard Shirley (TfL), John Moore (Thales), Chris Douglas (Transport and Travel Research Ltd.), Marie Nevin (UniChem)
Apologies	Vicki Baumann (BD3), Karen Furminger (New England Seafood International), Rose Herridge (Prochem), Michele Clements (Zebra Pens), Elaine Pledger (Zebra Pens)

No.	Item	Action
1.	Welcome from John Mumford (JM) to the Chessington Business Group meeting, and introductions around the table.	
2.	<p>Discussion on public transport links</p> <p>Richard Shirley (RS) gave an overview of the management of bus companies:</p> <ul style="list-style-type: none"> - review of routes every 5 years, and the opportunity for comments before consultation - open to tenders for route operators - the monitoring of quality, progressing from audit of mileages, to quality incentive contracts and mystery travellers; now including surveys of bus driving standards, on top of timetabling - rapid growth and success of k-routes, initially introduced to fill gaps in the bus network <p>Further points raised:</p> <ul style="list-style-type: none"> i. <u>71 contract review</u> coming up: potential introduction of a 24hr service, though dependent on tenders. ii. <u>The connection between the K2 and Tolworth station</u> theoretically should work, due to the K2 being a high-frequency service (every 10minutes, anytime of the day), though these are average times and can be distorted by weather and traffic conditions. JM asked if anything could be done specifically for the route, and it was noted that accommodations are made for significant changes to the route e.g. the increased usage of the route due to the Tesco development. iii. Colin Gutsell (CG) inquired about a <u>shuttle service</u> from Wimbledon-Chessington South stations and if it had been 	<p>RBK: Cascade future dates of consultations from Steve Guss to companies.</p> <p>All: Comment regarding planning issues sent through RBK.</p> <p>e.g. Tesco development</p>

	<p>blocked – the plans were not taken forward. Paul Dearman (PD) commented that it was not a viable option for trains to terminate at Wimbledon, due to its lack of track and platform capacity.</p> <p>iv. Query over a <u>bus stopping at Hook library</u> and the possibility of continuing to the estate and stopping on Davis Road. RS noted that the inclusion of a second bus would increase the roundtrip to over an hour, thus requiring two buses per hour and doubling the costs. Whether the number of people using the extra service would outweigh the increase in cost is dubious – but is an area to consider in the future.</p> <p>v. <u>Countdown timers at bus stops</u>, the previous system was outdated and too complex. It has been replaced by a Satellite Navigation system, now installed in 75% of the 8,000 buses in London. It will allow on-screen visuals for the regulation of traffic, and the rollout of further screens at bus stops will commence once all buses have been equipped.</p> <p>vi. Colin Weeden (CD) raised the problem of <u>transport links</u> from the N.Cheam end of <u>Worcester Park</u> to Chessington. RS responded that transport links were initially created to serve local workers, and with the shift to diverse home-work patterns it is difficult to accommodate all travel patterns– the main flows have to be focused on.</p>	
<p>3. Update on highways and freight Issues</p>	<p>PD distributed freight route maps and emphasised the importance of disseminating these to haulage companies and drivers.</p> <ul style="list-style-type: none"> - The correspondence sent earlier this week, contained consultation documents for Cox Lane, an invitation for the South of the Borough Neighbourhood Committee for a presentation on the Energy Strategy and 8 copies of the freight route map. - A question was asked about the status of the Tesco site at Tolworth. The potential community benefits of the Tesco development (located on the old Ministry of Agriculture site), could include better bus routes (paid by Tesco). RS noted the 281 currently terminating at Tolworth Tower, could potentially be moved closer to Tolworth station with the redevelopment. - Tesco are yet to submit the planning application. <p>Chris Douglas (CD) spoke about the importance of direction signage within the industrial estate.</p> <ul style="list-style-type: none"> - How inadequate signage can limit the successfulness of a freight map. A map gets you into a site, and signs direct you to your final destination. - The time-sensitivity of the map. - Beginning today, an onsite signage review. A walk-through beginning at Jubilee Way, looking at key locations for new/improved signs with a focus of minimising HGVs encroaching onto residential areas. <p>Discussions included:</p> <p>i. John Moors raised the issue of Sat Navs leadings freight</p>	<p>All: make any comments on the fine detail and usefulness of the Freight Map.</p> <p>Inform PD/CD of any changes in the future.</p> <p>RBK: assess interest in South London Freight Unit giving a talk.</p> <p>All: Submit thoughts for signs and their format</p>

	<p>down residential roads. The difficulties of creating a standard HGV map were established and centred on vehicles varying in weight, height and width of a vehicle. Another problem highlighted was the size of the target market being much smaller than cars, and requiring a lot more data e.g. infrastructure. These are difficult issues to address, but there is a trend by manufacturers in this direction.</p> <p>It will remain a problem whilst HGV drivers use a car's Sat Nav system. Progress is being made in developing lorry friendly systems.</p> <p>ii. David Boyle (DB) raised the point that TomTom were now using their own maps, rather than those of the Ordnance Survey or AA. These maps are open to comments.</p> <p>It was noted that nothing can be done for people with existing Satellite Navigation Systems.</p> <p>iii. CW raised concerns over extra traffic flows caused by a new Tesco. PD responded that the proposals will be carefully considered and scrutinised by RBK, TfL and GLA against planning, environmental and transport policies</p> <p>iv. Louisa Gent (LG) noted Tesco have done local community forums, but should consider local business forums as well. The council will advise businesses in the group when the planning applications come in, and everyone is at liberty to comment formally to the council.</p> <p>v. CW raised concern that the entrance of John Artis was not shown on the Freight map, this was noted and further responses regarding the map should be reported on the questionnaire.</p>	<p>PD: Share GIS system with those working on Sat Navs for freights.</p> <p>RBK: Email everyone when planning app comes in.</p> <p>All: comments should be noted and returned on a questionnaire for the map.</p>
<p>4. Update on Kingston Council business support initiatives</p>	<p>John Mumford (JM) explained the measures implemented by the council to help local business in the current economic downturn; and emphasised the council is doing what it can.</p> <ul style="list-style-type: none"> - The council is endeavouring to pay all local businesses in ten working days regarding any purchasing of goods and services, to assist company cash flow. - Companies with a rateable portfolio of less than £25,000 may be eligible for <u>small business rate relief</u>. It was noted that many of the businesses present would not be eligible because of their size. About 700 smaller businesses have been notified by post that they may be eligible for relief, and 200 of those have already benefited <p>If you think you may be eligible for small business rate relief or you wish to enquire about any further help that may be available concerning business rates payments, please contact the Council's Business Rate section on 020 8547 4750.</p>	<p>All: Respond to Business rate section if there are any company specific business rate issues, which the council may be able to address</p>

<p>5. Local Police Update</p>	<p>Sergeant David Boyle (DB) Chessington Safer Neighbourhoods, introduced his team and their initiatives:</p> <ul style="list-style-type: none"> - Full team consisting of: 2 constables and 3 police community support officers (PCSOs). - Trends in crime tend to be periodic, recently addressing a graffiti problem. The main area-issue is anti-social behaviour with youths and gangs. With increased patrols and visibility, Chessington have only suffered 2 burglaries this year. - Talks to move the police station from Surbiton to an old shop premises on Hook parade, have raised concerns over having a front office. - An <u>alcohol related dispersal area</u> has been introduced around Chessington North British Rail station. Groups of youths can be asked to leave and are not allowed to return to the area within 48 hours. This type of legislation does not need authority to implement, and calls have been reduced by 78%. <p>CG inquired where the gangs have moved to; the location is uncertain, but there has been a decrease in gangs on the street.</p> <ul style="list-style-type: none"> - <u>Mopeds</u> previously speeding down Davis road have been addressed. Those without correct documentation have their bikes taken on-the-spot. If they do possess the correct documentation a warning is issued, and if caught a 2nd time their bikes can be taken off the road. To reclaim a bike costs £150 (removal fee) and £25/day (storage cost) - most bikes are not worth this fee and youths are not claiming them back. - Aware of cars further South suffering from broken windows caused by ball bearings. The police are looking into video cameras at night and look towards Kingston Council for help. <p>Other issues:</p> <ol style="list-style-type: none"> i. CG commented on the closure of The White Hart and regulars moving to Bonesgate. No major issues have arisen from the shift, and the site of The White Hart has been bought for redevelopment by a residential care group. ii. PD asked about youths still congregating on Davis Road. DB reiterated that all youths congregating have the correct documents and police have little power of preventing them from returning. 	
<p>6. Energy Strategy</p>	<p>Shadia Rahman gave a talk on the Councils Energy Strategy and reasons for participating:</p> <ul style="list-style-type: none"> - Impacts on climate change - Rising energy costs - Fuel poverty <p>The group agreed with the principles of the Energy Strategy as presented by SR.</p> <p>Points discussed:</p> <ol style="list-style-type: none"> i. CW spoke about turning off traffic lights at night, potentially 	<p>All: respond with comments to develop the Energy Strategy at www.kingston.gov.uk/energy_strategy</p> <p>Deadline for responses is the 24th December.</p>

	<p>saving considerable amounts of money and sometimes speeding up traffic – though it was also noted to depend on traffic flow.</p> <p>PD commented on TfL needing to be contacted, due to their control over traffic lights across London and how the safety culture in the UK would not permit it (unlike the US and French who have flashing ambers at night time).</p> <p>ii. John Moors commented on businesses desiring tangible targets and objectives which are measurable. Possibly setting individual targets which may require internal information.</p> <p>iii. The group picked up the importance of planning, and the need to provide initial guidance for appropriate technologies when planning permission is requested.</p> <p>iv. Marie Nevin (MN) commented on there not being enough renewable energy, she has tried hard to get competitive tenders from renewable sources, but they have not been able to provide enough energy or an attractive cost.</p> <p>Green energy is the way forward, but in the current economic climate it is not viable. Solar panels are not possible on old building and need to be installed on new buildings.</p> <p>SR noted this and emphasised how we are planning for the future.</p> <p>CG added that Chris Traverso from Solar Century would be able to provide useful input, with expertise in the area.</p> <p>It was highlighted that a priority for the Energy Strategy should be to focus on retrofitting buildings to improve energy efficiency.</p> <p>v. JM commented on the usefulness of case studies to business in acquiring best practises.</p> <p>Alex Brewe (AB) said it would be much easier to generalise, targets and recommendations for companies of certain sizes. Beginning on a case-by-case basis and proceeding onto more general plans.</p> <p>vi. John Mumford (JM) also mentioned an initiative from Go Green, expanding their energy audits to cover larger businesses. For more information please contact: Sunny Lee-Merefield: Sunny@southlondon.biz</p> <p>MN also added that the Carbon Trust do energy audits.</p> <p>For further details on the energy strategy please contact Shadia Rahman (Energy Strategy Development Officer) on shadia.rahman@rbk.kingston.gov.uk or 020 8547 5763</p>	
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