

# Supplementary Agenda

**We welcome you to  
Tandridge Local Committee**  
Your Councillors, Your Community  
and the Issues that Matter to You

Supplementary Agenda

Item 5 – Public question responses

Item 6 – Member question response



## Venue

**Location:** Council Chamber,  
Tandridge District  
Council Offices,  
Station Road East,  
Oxted, RH8 0BT

**Date:** Friday, 8 December  
2017

**Time:** 10.15 am



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## **SUPPLEMENTARY AGENDA**

### **5 FORMAL PUBLIC QUESTIONS**

(Pages 1 - 12)

To answer any questions from residents or businesses within the Tandridge District area in accordance with Standing Order 69. Notice should be given in writing or by email to the Community Partnership and Committee Officer by 12 noon four working days before the meeting.

### **6 MEMBERS QUESTIONS**

(Pages 13 -  
14)

To receive any written questions from Members under Standing Order 47. Notice should be given in writing to the Community Partnership and Committee Officer of formal questions by 12.00 noon four working days before the meeting.

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**SURREY COUNTY COUNCIL**  
**LOCAL COMMITTEE (TANDRIDGE)**



**DATE:** 8 December 2017  
**SUBJECT:** Public Question: Church Lane  
  
**DIVISION:** OXTED

On March 3rd 2017 we attended Tandridge Local Committee to highlight concerns regarding traffic speeds in Church Lane between the roundabout and the junction with the A25 and to request speed reducing measures for this section of road. It was agreed at that meeting that a speed survey should be carried out and this was performed between May 8th and 14th 2017. Subsequently our request for speed reducing measures in Church Lane was rejected.

In light of the attached annex 1 we would ask SCC to reconsider their decision and to introduce speed reducing measures, including appropriate signage, in Church Lane as an urgent priority. The Council may also wish to consider the adoption of a 20mph zone in Oxted to include a section of Church Lane as part of the regeneration plan.

A letter submitted by the residents giving further detail is attached as Annex 1.

**Response:**

Following the public question that was presented to Tandridge Local Committee on 3 March 2017, it was agreed that a further speed survey be carried out. A one week automatic survey of vehicle speeds was carried out in May 2017 near the entrance to Master Park. The measured mean speeds were 31.5mph northeast bound and 31.2mph southwest bound. These results together with the full data provided by the survey company to Surrey County Council were passed to the residents.

The survey was carried out in accordance with the procedure set out in Surrey County Council's Policy "Setting Local Speed Limits". The mean speeds are calculated using the data collected from all vehicles and it would not be appropriate to exclude vehicles travelling at 16mph or less.

A further review of recorded personal injury collisions on the section of Church Lane between the A25 Godstone Road and the roundabout at the junction of Station Road West and East Hill Road between October 2014 and September 2017 has been carried out. During this period there have been four collisions involving personal injury. One collision involved vehicles turning out of Church Lane onto the A25 and two were at the roundabout. The fourth collision was the one mentioned in the letter submitted by the residents, and involved a school child who sustained slight injuries. The Police did not consider that speed was a contributory factor in any of the collisions.

There are existing 30mph terminal speed limit signs on both sides of Church Lane close to the junction with the A25 Godstone Road where the speed limit changes from 40mph to 30mph. Officers acknowledge that the sign on the west side of Church Lane is partially obscured by a private hedge. The owners of the hedge have been contacted and asked

to cut back the hedge. The sign on the east side of Church Lane is clearly visible and the signs in place are sufficient to enable the Police to enforce the 30mph speed limit.

Church Road is classed as a restricted road under the Road Traffic Regulation Act 1984. The system of street lighting in the road indicates to drivers that the speed limit is 30mph. Surrey, as highway authority, has to comply with national regulations concerning the signing of speed limits. For a restricted road the 30mph speed limit can only be signed at its terminal points and it is not permitted to use repeater signs.

Officers appreciate that residents are disappointed that the mean speeds taken together with the collision history mean that a scheme for speed reducing measures in Church Lane would not be prioritised over other requests for speed reducing or road safety measures in the Tandridge area. However the County Council does take concerns about road safety seriously and road collisions across the County are continually monitored. If there should be any significant change or increase in the pattern of collisions then the matter would be referred to the relevant Road Safety Working Group for action to be determined. This group consists of Road Safety experts from both Surrey Police and the County Council as well as engineers from Surrey Highways.

The plans for regeneration in Oxted are emerging and this is a Tandridge District Council initiative. Your comments regarding including Church Lane in the regeneration plans have been passed to Tandridge District Council.

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**Contact Officer: Philippa Gates, Traffic Engineer, Contact: 0300 200 1003**

## **Reducing traffic speeds in Church Lane Oxted**

### **Introduction**

On March 3<sup>rd</sup> 2017 we attended Tandridge Local Committee to highlight concerns regarding traffic speeds in Church Lane between the roundabout and the junction with the A25 and to request speed reducing measures for this section of road. Our submission, under Item 5--Formal Public Questions, was based on the results of a questionnaire completed by residents of Church Lane, Wheeler Avenue, Peter Avenue and Haywain.

In brief the survey showed that 95% of residents who responded considered that speeding traffic in this section of Church Lane was a serious issue. Many had observed cars appearing to travel in excess of 60mph. We drew attention to :

- the many schoolchildren and elderly people who walk along this route and congregate at bus stops
- the driveways which have concealed entrances or are on bends in the road
- the lack of a pavement for most of the carriageway on the south side
- the close proximity to Master Park used especially by children playing ball games
- and the winding, narrowed, central section of the road forcing vehicles to move into the middle of the road

It was agreed at that meeting that a speed survey should be carried out and this was performed between May 8<sup>th</sup> and 14<sup>th</sup> 2017. The survey showed that the majority of vehicles exceeded 30mph both southwestbound (55%) and northeastbound (57%). The 85<sup>th</sup> percentile average speed, an indicator required by the Department for Transport (DfT), was 37mph in both directions, well above the permitted limit. Some vehicles were recorded as travelling at speeds above 56mph confirming residents' anecdotal observations.

### **Decision of Surrey County Council Highways**

We understand in an email from Vicki Eade dated August 16<sup>th</sup> 2017 that our request for speed reducing measures in Church Lane was rejected. We were informed that mean speeds and collision history are used to assess and prioritise requests for highway improvement schemes and that data concerning the survey, which were included as an attachment to that email, showed that mean speeds had been calculated as 31.2mph southwestbound and 31.5mph northeastbound.

We were disappointed by this outcome and believe that the decision was taken without due regard to the manner in which the survey was conducted. We also have significant concerns regarding the analysis and interpretation of the data.

### Our analysis

We had hoped to obtain access to the raw data on which the average figures were calculated but a request to Axiom Traffic Ltd., who carried out the survey, was rejected.

Our concerns relate to:

- the positioning of the strips for measuring speed
- the inclusion of data from traffic recorded as travelling less than 16mph
- the lack of adequate signage indicating that a speed limit applies

The DfT website states that measurements of traffic speeds should be taken 'at the position on a road where speeds are expected to be highest' and should be 'chosen to exclude locations where external factors might restrict driver behaviour....so that estimates of the speeds of individual vehicles in free flow conditions can be produced'. We note that the strips used in the survey were placed very close to the entrances/exits to Master Park and the Royal British Legion premises, and only 45 yards from a bus stop. It is self-evident therefore that slowing vehicles entering and leaving these sites, and stopping buses, would have impeded traffic flow in both directions and significantly reduced calculated mean speeds.

In order to create a semblance of free flowing conditions we reanalysed the available data excluding all vehicles recorded as travelling at or below 16mph (which we reasonably assumed would exclude traffic impeded as detailed above). In the absence of the raw data a mathematical model was constructed to achieve the recalculation (details of the methodology can be made available on request). The results showed 85<sup>th</sup> percentile mean speeds of 38mph southwestbound and 39.1mph northeastbound. It should be noted that these speeds represent a significant underestimate of the actual mean speeds as the calculation takes no account of the velocity of vehicles slowing to allow traffic ahead to enter and leave the sites mentioned above.

The DfT website indicates that 'speed limits.....must be clearly signed.....and that great care must be taken in siting the signs to ensure that they are clearly visible to turning traffic'. The terminal sign on the northeastbound carriageway at the junction with the A25 is completely obscured by a hedge (see attached photograph). There are no repeater signs along Church Lane up to the roundabout, over a distance of one third of a mile, and no terminal signs at the junction with the roundabout.

Reference on the website is also made to the introduction of 20mph zones which 'would be particularly appropriate where there is an existing record of accidents to children.....or where concentration of pedestrians and/or cyclists exist or are anticipated' The daily presence of children in Master Park, and the incident referred to below, are especially relevant in this context.

**Regrettably on September 12th 2017 a young schoolgirl pedestrian was knocked down by a taxi approaching the roundabout on Church Lane in a northeasterly direction. We do not know the speed of the vehicle concerned or the extent of any injuries but the taxi was significantly damaged with a shattered front nearside headlamp and dented bonnet (as observed by GK). Photographs of the vehicle were obtained by the police officer attending the scene and would presumably be available on request.**

### **Conclusion**

The data made available by Surrey County Council Highways demonstrates that the majority of vehicles travelling along Church Lane do so at speeds greater than 30mph. Councillor Cameron McIntosh has himself noted speeding traffic along this section of road (email to GK dated July 5<sup>th</sup> 2017). Recalculated mean 85<sup>th</sup> percentile speeds in both directions (38mph southwestbound and 39.1mph northeastbound) were significantly above the allowable limit under current police national guidelines (30mph + 10% + 2mph) and instances of speeds greater than 56mph were documented. Nearly 20% of vehicles in this survey would have been liable to prosecution if stopped by police.

The dangers of excessive speed are well known and on this particular section of road the risks are compounded by the features highlighted in the introduction above.

We believe that the accident on September 12th 2017 should be regarded as a wake up call for Surrey County Council, Tandridge District Council and the community they serve. We imagine that the burden of corporate responsibility would weigh heavily on the shoulders of Council members should there be further instances of injury, or worse still, death, along this section of road. We invite both Councils to reconsider their decision and to introduce speed reducing measures, including appropriate signage, in Church Lane as an urgent priority. The Council may also wish to consider the adoption of a 20mph zone in Oxted to include a section of Church Lane as part of the regeneration plan.

We would be happy to recalculate the mean speeds if Surrey County Council is able to obtain the raw data from Axiom Traffic Ltd. We are also happy for this submission to be more widely disseminated within the public domain.

Andy Lotter

Chris Shirtcliffe

Geoff Knowles

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**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (TANDRIDGE)**

**DATE: 8 December 2017**

**SUBJECT: Public Question: Enforcement of 30 mph speed limit on Hollow Lane, Dormansland towards Dormans High Street.**

**DIVISION: LINGFIELD**



**Dr Robinson, with regards to enforcement of 30mph on Hollow Lane asks;**

There needs to be improved enforcement of the 30 mph speed limit on Hollow Lane, Dormansland, with larger, visible and clearer signage and traffic calming measures.

The speed restriction signage in Hollow Lane, Dormansland is inadequate and requires replacing. Currently the signage is too small and some are obscured by foliage. One of the signs near my house has signs of attempted vandalism.

Hollow Lane is becoming increasingly busy with traffic with over 300 cars an hour during peak times. It is used as cut through route. 8 out of 10 cars are exceeding the 30 mph speed limit. There have been several near collisions near the blind bend towards Dormans High Street. Speeding cars pose a danger to dog walkers crossing road into field. A danger to children and other road users. Other residents on the road have also raised concerns. The council should install matrix type electronic speed signs to visually warn drivers.

This is relatively inexpensive and would be a significant step in raising awareness and forcing drivers to comply. A speed camera would certainly generate significant revenue! More importantly it will help prevent accidents and save lives.

This request falls well within the council's remit of the DriveSmart Initiative and should be considered as making the local community roads safe.

**Response:**

Hollow Lane is a rural road for much of its length, and runs from Shepherds Grove Lane near the Surrey/East Sussex County boundary northwards into Dormansland Village to the junction with High Street/Plough Road. The speed limit on Hollow Lane is 40mph between Shepherds Grove Lane and the junction with Mutton Hill, and 30mph between the junction with Mutton Hill and High Street/Plough Road. The Police are responsible for enforcing these speed limits.

Speeding and anti-social driving have been recorded as a prime concern of Surrey residents. Consequently Surrey County Council and Surrey Police work closely together as part of the DriveSMART initiative. As part of this initiative, speed management plans have been compiled for every District and Borough to identify with Police colleagues those sites that require the most enforcement attention to reduce speeds. Officers will raise resident's concerns about traffic speeds on Hollow Lane with Surrey's road safety team who are responsible for the Speed Management Plan and with the Police.

Officers appreciate the concerns raised about road safety on Hollow Lane. A review of recorded personal injury collisions have been carried out on the section of Hollow Lane between Mutton Hill and High Street/Plough Road for the 3 year period between October 2014 and September 2017. During this period there have been 2 collisions involving slight personal injury, both of which involved vehicles turning out of or into Hollow Lane at the junction with High Street/Plough Road. The Police did not consider that speed was a contributory factor in either of these collisions.

The South East Area Highway Team receives large numbers of requests for road safety measures on the public highway network, and has very limited funding for such measures. Unfortunately your request for speed reduction measures such as a Vehicle Activated Sign in Hollow Lane is unlikely to be prioritised against other requests for schemes in the Tandridge area given the collision history and the limited funding available for such schemes.

Officers will carry out a review of the existing speed limit signs on the section of Hollow Lane that has a 30mph speed limit. Any repairs that are needed to the existing signs will be carried out, vegetation will be cut back as necessary and if Officers consider that additional 30mph repeater signs will assist motorists, then these will be provided.

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**Contact Officer: Philippa Gates, Traffic Engineer, 0300 200 1003**

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (TANDRIDGE)**

**DATE: 8 DECEMBER 2017**

**SUBJECT: Public Question: Road Safety at Upper Warlingham Station**

**DIVISION: WARLINGHAM**



Question from Whyteleafe Village Council:

The one way road system was successfully implemented well over a year ago (up Station Road and down Station Approach) at Upper Warlingham Station – it was supported by the Village Council in response to the views of local residents. It has been welcomed as an improvement to traffic flow. Prior to implementation, attention was drawn to existing pedestrian safety at the Station entrance – we were advised that this would be reviewed, if issues of safety continued, after the one-way system had become established.

In response to reports of vehicles departing Upper Warlingham Station car park at speed (at the corner of Station Road and Station Approach), would Surrey Highways be willing to survey the situation and jointly, along with Network Rail, review the need to control vehicle speed around the Station's entrance, for example, by adding a 'Give Way' line and sign at the exit to the Car Park.

**Response:**

Station Road in Whyteleafe runs in an easterly direction from the A22 Godstone Road to join Station Approach outside Upper Warlingham Station. Station Approach runs in a northerly direction from Upper Warlingham Station to the A270 Hillbury Road. Both Station Road and Station Approach are residential roads subject to a 30mph speed limit, and have street lighting along their entire lengths. The one-way system in Station Road and Station Approach was implemented in early 2016.

Officers acknowledge the concerns about vehicles exiting the station car park at speed. A review of the personal injury collisions recorded by Surrey Police, shows that there has been no reported collisions on Station Road or Station Approach, Whyteleafe between 1<sup>st</sup> October 2014 to the end of September 2017 (the latest 3 year period for which data is available).

The most appropriate place to lay give-way markings would be on land that does not form part of the public highway. Surrey County Council has contacted Govia Thameslink regarding the possibility of installing a give-way marking and sign at the exit to their car park and they have confirmed that they have no plans to do so. Surrey County Council has no powers to require Govia Thameslink to install a give-way marking and sign at the exit to their car park.

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**Contact Officer: Anne-Marie Hannam, Senior Traffic Engineer, Contact: 0300 200 1003**

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**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (TANDRIDGE)**

**DATE: 8 DECEMBER 2017**

**SUBJECT: Public Question: Flood Mitigation for Whyteleafe**

**DIVISION: CATERHAM VALLEY**



Question from Whyteleafe Village Council:

We have been informed that a great deal of work has been undertaken by W.S Atkins to model the flood risks in Whyteleafe. This work is due to finish shortly and will enable various flood mitigation schemes to be proposed.

Whyteleafe Village Council would like to know the details of Surrey County Council's (the Flood Risk Authority) current and future funding plans for Whyteleafe to enable it (SCC) to support and implement the proposals that will emerge as a result of the flood risk modelling.

**Response:**

Atkins Ltd were engaged by Croydon Borough Council, in partnership with Surrey County Council and the Environment Agency, to develop an integrated surface water and groundwater model for the Caterham Bourne Catchment. This model is currently being used to identify whether any potential opportunities to reduce the risk of flooding exist within the catchment. Any scheme taken forward would depend on both its technical and financial viability.

Any future funding would also be based on the modelled risk and recommended options from that model. The value of any options will be the focus of the risk management authorities' discussion with the Flood Action Group and the local community prior to any decisions being made.

In advance of this work, Surrey County Council has already constructed two flood water storage areas within the catchment and is committed to the construction of a third storage area at an estimated cost of £380,000. The works have been designed and after negotiation with the land owner, are currently programmed to commence in March 2018

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**Contact Officer: Doug Hill, Strategic Network Resilience Manager**

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**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (TANDRIDGE)****DATE:** 8 December 2017**SUBJECT:** Member Question: Rook Lane, Chaldon**DIVISION:** CATERHAM HILL**Cllr Pat Cannon, Chaldon ward District Member asks**

I am advised that this area of roadway was excavated some time ago to clear the pipe across the road which was blocked with drain rods. The result is that the road in this area has now subsided and is getting worse. I have witnessed cars, vans and other vehicles cross the double white lines to avoid the dip, the area is on a bend and any vehicle avoiding the dip by crossing the white lines is creating a potential disaster if met by oncoming traffic. I have witnessed cars and vans with empty trailers hitting the dip and the noise this caused was significant, I can have every sympathy with residents in adjacent dwellings particularly late at night and in the early mornings.

I appreciate that the Council is under severe financial pressure and must prioritise its work schedule so as to deal with the most pressing repair needs, however I do consider this to be a potential hazard as well as a noise nuisance. The tarmac is already starting to crack and this can only get worse, particularly with the cold weather it is likely to exacerbate the problem when the frost could cause the damaged area to break up altogether and require more repairs.

I feel it merits serious consideration and ask what steps Highways will be taking to improve this road.

**Response:**

Several ad hoc inspections have been made by the Area Highway Office in response to concerns raised by residents regarding the depression in Rook Lane. At the time of inspection the depression did not meet the parameters of a safety defect as set out in the County's highway inspection standards and procedures.

However, the Local Highway Officer has recorded the condition of Rook Lane at this location and should the depression or the road surface deteriorate to a condition where it would be identified as a safety defect the appropriate action will be taken.

The Road Safety Team are responsible for the routine safety inspections of all public highways throughout Surrey and they inspect this road once every 3 months. The next inspection is currently scheduled for January 2018. The Road Safety Team Leader for this area has now been made aware of the concerns raised and action will be taken should the Road Safety Team consider the depression to be a safety concern following the routine safety inspection.

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**Contact Officer: Steve Cunnah, Maintenance Engineer, Contact: 0300 200 1003**

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