

# Supplementary Agenda

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

## Supplementary Agenda

- Item 5- Petition Response
- Item 6 – Responses to Public Questions



## Venue

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

**Date:** Friday, 20 April 2018

**Time:** 1.30 pm



**SURREY**

## SUPPLEMENTARY AGENDA

### 5 PETITIONS

(Pages 1 - 2)

To receive any petitions in accordance with Standing Order 68. Notice should be given in writing or by email to the Community Partnership and Committee Officer at least 14 days before the meeting. Alternatively, the petition can be submitted on-line through Surrey County Council's e-petitions website as long as the minimum number of signatures (30) has been reached 14 days before the meeting.

One new petition has been received.

**Petition 1:** Submitted by resident Alice Humphrey calling for 'A pedestrian crossing on the A22 in Blindley Heath'

### 6 FORMAL PUBLIC QUESTIONS

(Pages 3 - 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.

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 20 APRIL 2018

SUBJECT: PETITION – Crossing on A22 at Blindley Heath

DIVISION: GODSTONE

**SUMMARY OF ISSUE:**

To consider a petition – by Alice Humphrey.

We, the undersigned, request to have a pedestrian crossing built in Blindley heath preferably near the church and nursery, as its close to local businesses, the nursery, church and houses.

'Living in Blindley Heath for the past couple of years. I have seen the A22 become more and more dangerous. There is no where to safely to cross the road, if you wish to use the lovely park, go to church or use the church hall, or if you're a parent and you want to walk your child to nursery. I have also seen older children rushing across the road to catch the bus with some near misses! I don't think it's right we have to wait for a fatality to show proof that we need a pedestrian crossing. I think it's our right as community to offer us a safe place to cross.'

**RESPONSE:**

The A22 forms part of the strategic road network and runs through Tandridge from Caterham in the north to Felbridge in the south. It is a single carriageway two lane road where it runs through Blindley Heath. The speed limit of the A22 Eastbourne Road in Blindley Heath is 40mph.

There is a continuous footway on the east side of the A22 in Blindley Heath, and a footway on the west side of the road between the northern arm of Featherstone and the southern entrance to systems house. The A22 is a heavily trafficked road, which Officers acknowledge can be difficult to cross during busy periods.

A review has been carried out of reported personal injury collisions between December 2014 and November 2017 on the section of the A22 Eastbourne Road detailed above that has footways on both sides. Pedestrians will typically cross the road from footway to footway. During this period there were two collisions that resulted in slight injury and one collision that resulted in serious injury. One of the two slight injury collisions involved a pedestrian.

The Department for Transport provides guidance about which types are crossing are appropriate on roads with differing traffic speeds. The traffic speeds on the A22 in Blindley Heath indicate that a signalised pedestrian crossing would be the most appropriate type of crossing at this location.

It is proposed that a scheme to provide a signalised pedestrian crossing on the A22 Eastbourne Road in the vicinity of St John's Church be added to the

Integrated Transport Schemes list for consideration for future funding. However, given current funding levels such a scheme is unlikely to be progressed for many years. The cost of such a crossing significantly exceeds the total annual budget for such schemes in the Tandridge area. Schemes of this nature are not currently prioritised for external developer funding through the Community Infrastructure Levy.

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

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**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (TANDRIDGE)**

**DATE: 20 APRIL 2018**

**SUBJECT: Public Question: Roundabout at the Square, Caterham**



**DIVISION: CATERHAM VALLEY**

**Caterham Valley Parish Council asks**

For a request for information and a design for the roundabout at The Square in Caterham Valley at the junction of Croydon Road, Godstone Road and Station Avenue. A cheque in the sum of £3,000 was paid to SCC in October 2017 and to date very little information and progress has been made. The initial discussions regarding this issue commenced on 31st January 2017.

**Response:**

The design work for the roundabout at The Square in Caterham at the junction of Croydon Road, Godstone Road and Station Avenue has been commissioned through the Surrey Highways Design Team. A design brief has been provided for this work and this brief is as follows:

**Description of Works**

- Removal of block wall from central island. Replace with trief kerbing and backfill with soil (planting to be maintained by Parish Council)
- Provide options to prevent/deter parking on existing areas of coloured surfacing, particularly outside the bank/KFC

**Scheme Objectives**

- To prevent damage to central island and so remove on-going maintenance activity
- To address illegal parking which adversely impacts on the turning circle of HGVs using the roundabout and blocks traffic flow

Unfortunately there has been a delay in progressing the design of this scheme, however the South East Area Team will be in contact with the Parish Council in early May 2018 to seek clarification on how this scheme will tie in with the Caterham Masterplan work

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**Contact Officer:**

Zena Curry, South East Area Highway Manager, Contact: 0300 200 1003

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



**DATE:** 20 APRIL 2018  
**SUBJECT:** Public Question: A22 GODSTONE ROAD, WHYTELEAFE

**DIVISION:** CATERHAM VALLEY

Jeffery Gray, asks in relation to the A22 Godstone Road, Whyteleafe

There is no safe place to cross the A22 Godstone Road in Whyteleafe between Station Road and Salmons Lane. This is a particular concern near to the junction with Hillside Road, where there are bus stops on both sides of the road. The road is wide in places and, despite a 30 mph limit, cars can reach speeds that make crossing difficult and even hazardous for slow walkers or people with children.

Please will the local area committee investigate the best means of providing safe crossing places along this stretch of road and could the investigation fully explore possibilities for a pelican crossing or refuge areas?

**Response:**

The A22 forms part of the strategic road network and runs through Tandridge from Whyteleafe in the north to Felbridge in the south. It is a single carriageway two lane road where it runs through that part of Whyteleafe between Station Road and Salmons Lane. The speed limit of the A22 Godstone Road in Whyteleafe is 30mph, and there are footways on both sides of the road.

A review has been carried out of reported personal injury collisions between December 2014 and November 2017 on the section of the A22 Godstone Road detailed above. During this period there were eight collisions that resulted in slight injury and one collision that resulted in serious injury. One of the eight slight injury collisions involved a pedestrian.

There is an existing informal crossing, a pedestrian refuge island, on the A22 Godstone Road immediately north of the junction with Station Road. There is an existing formal crossing, a signalised pedestrian crossing, on the A22 Godstone Road just south of the junction with Salmons Lane. The distance between the two existing crossings is approximately 700m.

When designing a pedestrian crossing point a number of things need to be considered. These include visibility, proximity of side roads and vehicle accesses to private properties, carriageway width and available footway width. For example when considering a pedestrian refuge island, best practice is that an island 2m wide is provided so that there is sufficient width for pushchairs and mobility scooters, and sufficient carriageway width remains for large vehicles.

Officers have visited Godstone Road and taking into account the constraints detailed above, it is not immediately apparent where an additional pedestrian crossing could be

provided. Therefore it would be necessary to carry out feasibility design to see whether it would be technically possible to provide a pedestrian crossing on the A22 Godstone Road between Station Road and Salmons Lane. It is proposed that initial design to establish the feasibility of a proposed crossing on the A22 Godstone Road in Whyteleafe be added to the Integrated Transport Schemes List for consideration for future funding.

There are many more requests for schemes than there is funding available. Therefore it can take a considerable length of time for feasibility design of this nature to be prioritised. It should also be noted that there is no available funding identified for the construction of a crossing at this location at this time. The cost of construction of a crossing could be considerably more than the total annual budget for such schemes in the Tandridge area. Schemes of this nature are not currently prioritised for external developer funding through the Community Infrastructure Levy.

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

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (TANDRIDGE)**

**DATE: 20 APRIL 2018**

**SUBJECT: Public Question: Part time street lights**



**DIVISION: CATERHAM VALLEY**

**Annette Evans, resident in Caterham asks:**

With regards to the part time street lights in Surrey, I would like to request the following information:

- The cost for keeping the street lights on, split down to Parish Council level for Caterham Valley. With the introduction of the smarter lights and the ability to manage them remotely, if the information on cost cannot be provided at a parish level please can it be explained why?
- Can Parish councils be given the ability to make the choice whether or not they would want to pay for this facility rather than leaving this decision at a District level, if this is not an option please can you explain why?

**Response:**

1. We do not use parishes as operational areas and therefore do not record this information. However we can make some assumptions to give an approximate saving for Caterham Valley.
  - Initial calculations assumed that 44,000 lights would be included in the part night lighting programme which was estimated to save approximately £210k.
  - There are approximately 450 lights in Caterham Valley which are included in the programme.
  - This suggests that approximately £2,150 is saved by switching off the lights in Caterham Valley.
2. Cabinet agreed in May 2017 to implement an 'Alternative Funding Model' allowing districts and boroughs to request an enhanced level of service by excluding all lights in their area from Part Night lighting subject to agreement to reimburse the County Council in full for any costs associated with delivering the enhanced level of service.

It was recognised in the report that some parish councils had expressed an interest in being able to fund the cost of keeping the street lights in their respective areas on and so exclude them from part night lighting. However retaining the decision at the borough level ensures a greater level of consistency across an area. The complexity of managing change requests and restructuring the street light central management system was also taken into account.

By managing agreements at borough and district level also removes any differences across the county in political structure as some do not have parish councils, which are mainly prevalent in the south of the county.

The full report and minutes are available on our website:

<https://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?CId=120&MId=5107&Ver=4>

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**Contact Officer:**

Andy Royse – Street Lighting Team Leader – [highways@surreycc.gov.uk](mailto:highways@surreycc.gov.uk)

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (TANDRIDGE)****DATE: 20 APRIL 2018****SUBJECT: Public Question: Layby on A25 Nutfield outside cemetery****DIVISION: GODSTONE**

Nutfield Parish Council owns and runs both the historic cemetery and the woodland burial site off the A25 in Nutfield. This site is served by a Surrey County Council lay-by which enables visitors to park safely away from the A25 and also, at times of burials, for the funeral cortage to park at the cemetery gates. The lay-by has limited capacity so Parish Council staff have a procedure of placing cones and signage at the lay-by to alert drivers on burial days.

The number of large HGVs using the lay-by has gradually increased over the years. This has led to continued damage of the grass verge, kerbs and roadway. There have also been reports, and evidence, of the Cemetery hedge-line being used as a urinal/ toilet area. The lay-by itself is now very unsightly, uninviting and due to fallen kerbs and potholes becoming a risk to visitors (including pall-bearers).

Added to this, since the lay-by between Bletchingley and Godstone has been blocked off (concrete blocks have been installed), the Parish Council in Nutfield has seen a noticeable jump in the number of HGVs using the cemetery lay-by which has compounded the amount of noise, nuisance and damage.

**Question:**

Nutfield Parish Council would like Surrey County Council to acknowledge the poor state of repair of this lay-by and the damage being caused by HGVs and we ask that SCC:

- a) urgently repair the lay-by to make it 'fit for purpose' and to support Nutfield Parish Council's investment in these burial grounds which serve many local communities.
- b) review and apply appropriate measures to prevent future use (and damage) by HGVs.

**Response:**

The lay-by outside Nutfield cemetery forms part of the A25 Nutfield Road between Redhill and Godstone, and is available for use for all traffic. There are no restrictions to prohibit lorries from parking in the lay-by.

- a) The lay-by is inspected as part of the routine highway safety inspections of the A25. Any defects that meet the intervention level of a highway safety defect will be programmed for repair in accordance with the matrix in the Highway Safety Inspection Policy.

It is acknowledged that Nutfield Parish Council has made a substantial investment in the cemetery to the benefit of the local community. Officers would be happy to work

with Nutfield Parish Council should they wish to make any improvements to the aesthetics of the lay-by, including the verge between the lay-by and the carriageway.

- b) It is appreciated that in March 2013 it was hoped to be able to investigate the restriction of access to HGVs into the lay-by, subject to funding availability. Unfortunately funding was not prioritised for this investigation at that time.

Officers can confirm that there are no parking restrictions on the A25 lay-by outside Nutfield Cemetery. Therefore vehicles, including HGVs, can park in the lay-by.

Businesses wishing to operate goods vehicles over 3.5 tonnes gross weight on the public highway in connection with a trade or business must obtain an Operators' Licence from the Vehicle Operating Service Agency (VOSA). Every operator must have an operating centre where the vehicles are kept when not in use. The operating centre needs to meet certain conditions, one of which is where and how vehicles will park.

England, Scotland and Wales are divided into eight areas, each with a Traffic Commissioner appointed by the Secretary of State for Transport. The Traffic Commissioners determine applications for licences in their area and take action against operators' who break the law. Surrey is in the South Eastern and Metropolitan Traffic Area.

Surrey County Council's role in this process is commenting on and/or objecting to Operator Licence applications. It does not have a role in enforcement of conditions relating to licences.

Any restriction on parking of HGVs in this lay-by will displace vehicles onto less suitable locations on the A25, and for this reason this proposal would not be progressed.

Officers will investigate improvements to the road markings in the lay-by in relation to the "Keep Clear" road marking outside the gate into the cemetery.

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

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



**DATE:** 20 APRIL 2018  
**SUBJECT:** Public Question: Crossing Farleigh Road Warlingham with horses.  
**DIVISION:** WARLINGHAM

Joseph Gellender-Mills asks:

My wife and I reside in Farleigh Road, Warlingham with horses stabled at the back of our house. Each day we need to cross Farleigh Road to turn them out to graze in the field opposite our house. The speed of traffic approaching from and to the junction with Harrow Road can make our crossing extremely dangerous. The traffic calming cushions at this end of Farleigh Road make little difference.

We would, therefore, ask if it is possible for a lower speed limit, a specialist horse crossing or perhaps signs to warn motorists that horses are crossing.

Another cause of concern is when riding our horses around the mini roundabout at the junction with Harrow Road, we are constantly overtaken by motorists driving on the wrong side of the roundabout. We would also be grateful if measures could be put in place to discourage motorist's from this dangerous practice.

**Response:**

A verbal response will be provided at the meeting.

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**Contact Officer:** Zena Curry, South East Area Highway Manager, Contact: 0300 200 1003

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