

Supplementary Agenda

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

- Supplementary Agenda
- Item 4 – Petition Response
- Item 5 – Public question responses



Venue

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

Date: Friday, 30 November
2018

Time: 10.15 am

SUPPLEMENTARY AGENDA

4 PETITIONS (Pages 1 - 4)

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 petition, submitted by Claire Spencer with 430 signatures asking SCC to install a pedestrian crossing on Burntwood Lane, Caterham.

5 FORMAL PUBLIC QUESTIONS (Pages 5 - 8)

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.

This page is intentionally left blank

SURREY COUNTY COUNCIL



LOCAL COMMITTEE (TANDRIDGE)

DATE: 30 November 2018
SUBJECT: Petition – Install a pedestrian crossing on Burntwood Lane,
 Caterham
DIVISION: Caterham Hill and Caterham Valley

PETITION DETAILS:

A petition containing 430 signatures requests:

We the undersigned are concerned about how dangerous Burntwood Lane is for pedestrians, particularly school children crossing the road. We have also heard of several accidents whereby children have been knocked down as they try to cross. We are forever hearing “that road needs a crossing” the problem is nothing seems to be done about it. We don’t want to be the next one to knock someone over or to hear that one of our children has been involved in an accident. We want a pedestrian crossing installed on Burntwood Lane.

RESPONSE:

Burntwood Lane is a 1.6km long road that links the A22 Godstone Road/Caterham Bypass at Wapses Lodge roundabout at the north eastern end with Buxton Lane/Town End at the western end. De Stafford School is on Burntwood Lane and the pavements are heavily used by school children going to and from the school.

The pavement is not continuous along either side of Burntwood Lane. On the south eastern side of the road there is a pavement between Wapses Lodge Roundabout and no. 70 Burntwood Lane where the pavement stops. The pavement restarts outside no. 44, almost opposite the school entrance, and goes as far as Whyteleafe Road where the pavement stops again. It restarts at Bramble Close and goes as far as Town End/Buxton Lane. On the north western side of Burntwood Lane the pavement runs from Wapses Lodge Roundabout over the railway bridge as far as the Manor Park car park where it stops. It restarts at Portley Wood Road and carries on as far as Town End/Buxton Lane.

There are 4 existing pedestrian crossings on Burntwood Lane. At the Town End/Buxton Lane end of Burntwood Lane there is an informal crossing consisting of a pedestrian refuge island and dropped kerbs and tactile paving. The traffic lights at the Whyteleafe Road/Burntwood Lane junction have a pedestrian phase enabling pedestrians to cross Burntwood Lane. There is an informal crossing to the west of the De Stafford school entrance outside no. 38 consisting of dropped kerbs and tactile paving. At Wapses Lodge Roundabout pedestrians can cross Burntwood Lane using the pedestrian subway.

A review has been carried out of the collisions on Burntwood Lane between September 2015 and August 2018 (the last three years for which data is available) that have resulted in personal injury. During that period there have been five

collisions resulting in slight personal injury. In two of these collisions the casualties were pedestrians aged between 10 and 14, one of these collisions occurred outside the school and one at the traffic lights at the junction of Burntwood Lane and Whyteleafe Road, where the child got out of a stationary car and was unfortunately struck by another vehicle.

It is acknowledged that some pupils at De Stafford school use the “100 steps” footpath between Stafford Road and Burntwood Lane in order to get to and from the school. The pupils want to cross the road between the footpath and no. 70 Burntwood Lane, as the pavement on the south side of the road stops at this point and the school is on the other side of the road. There is no crossing point between no. 70, where the pavement ends, and the footpath.

Officers have recently received requests that a pedestrian crossing be provided on Burntwood Lane between the “100 steps” footpath and the school. It is only possible to provide pedestrian crossings where there is good visibility between pedestrians waiting to cross and drivers. The section of Burntwood Lane between the footpath and no. 70 is on a bend and the visibility is restricted. For this reason it would not be possible to provide a crossing on this section of road. It would be possible to provide a crossing point on Burntwood Lane to the north east of the footpath to Stafford Road as the visibility is better away from the bend. However it is considered that pupils at De Stafford school would be unlikely to use a crossing in this location as it is not on the desire line between the footpath and the school.

One option would be to extend the footway on the south side of Burntwood Lane between no. 70 and no. 44. This would enable pupils to walk along the south side of the road from the footpath to the existing informal crossing outside the school. However the existing highway land is not wide enough to provide an additional footway on the south side of Burntwood Lane. Therefore any scheme to extend the footway would require the acquisition of land adjoining the road, and is therefore likely to be complex and costly.

The cost of providing a footway, including the acquisition of additional land, would significantly exceed the total annual budget for such schemes in the Tandridge area. It is therefore proposed that a scheme to provide a footway on the south side of Burntwood Lane between no. 70 and no. 44 be added to the Tandridge District Forward Programme which is the Annexe to the Tandridge Local Transport Strategy. It is not known at this stage when funding would become available to progress this scheme, therefore it is unfortunately not possible to give a timescale as to when this additional footway may be provided.

RECOMMENDATION

The Local Committee is asked to:

- (i) Agree that a scheme to provide a footway on the south side of Burntwood Lane between no. 70 and no. 44 be added to the Tandridge District Forward Programme which is the Annex to the Tandridge Local Transport Strategy.

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

This page is intentionally left blank

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 30 NOVEMBER 2018

SUBJECT: Public Question:

DIVISION: GODSTONE



Cllr Tony Elias asks:

Question 1 - What procedures are in place for preparing complete and accurate draft minutes of meetings of the Tandridge Local Committee in particular (a) who prepares them, (b) who reviews them, (c) who edits them, (d) who authorises their release to Committee members and (e) who authorises their posting on the Surrey website?

Response - The committee officer present at the meeting will advise the chairman on the meeting, and take the notes. The officer drafts the minutes after the meeting, and circulates to the officers who were present, to capture any amendments or inaccuracies. The draft minutes are then circulated to the chairman and vice-chairman for their approval. They are then published as draft by the officer. They remain draft until agreed by the committee at the next meeting. On the odd occasion where a member of the committee, or member of the public who spoke, informs us that they feel we did not capture their comments adequately, then the officer will review their notes, and discuss with the chairman and vice-chairman, and relevant officer if needed, and if they feel the comments are correct, then they will incorporate the changes, and re-publish. Should any member of the committee wish to propose an amendment to the minutes, then they can do so either before the next meeting, or at the meeting, and the committee members will determine if they agree with the amendment proposed. Once the minutes have been agreed, the chairman signs them, and they subsequently have the word 'draft' removed from the website, and become the public record of the meeting.

With regards to the meeting on 21 September 2018, you advised that you were not satisfied with how the item you spoke on was minuted. It was a particularly complex meeting for the committee officer, given the amount of public speaking, and detailed amendments being put forward on the day. The officer reviewed her notes, and the recording, to see if the points raised required amendments to be made. A number of small amends were made. This was then agreed with the chairman and vice-chairman and the minutes were re-published, still as draft. On being informed that there were still concerns, the Partnership Lead officer then reviewed the minutes and the recording and incorporated a number of amendments. These were agreed with the chairman and vice-chairman. The minutes were re-published as draft with the papers for the next meeting. They remain draft until agreed by the committee.

Question 2 - Bearing in mind the Chairman's comments at the last meeting (Zcast 2:21:36 onwards) to the effect that she feels constrained in expressing her feelings as a Local Divisional Member on behalf of residents because she is also Chairman of the Local Committee, what procedures are in place for residents of a Division to be represented on the Local Committee by a County Member when their Divisional Member also happens to be Chairman?

Response: In terms of the role of chairman generally, then the chairman is not constrained from giving a view on matters within her division because of their role. The role of local committee chairman is set out in our constitution <https://mycouncil.surreycc.gov.uk/documents/g6958/Public%20reports%20pack%20Tuesday%2009-Oct-2018%20Constitution%20of%20the%20Council.pdf?T=10&Info=1>. However, the nature of the role of chairman, being to lead the committee, guide and facilitate the members' discussion, also places a responsibility on the chairman to lead a fair and balanced debate. The chairman retains a casting vote in the event that the committee is split on a decision.

Question 3 -The village gateway enhancement design at the entrance to Betchingley coming from Godstone was reported in Local Committee minutes of the meetings on 14th December 2012 and 1st March 2013 as having been completed and to be implemented in the 2012/13 municipal year. Bearing in mind the width of the verges at that location has not changed, on what date was the decision made not to proceed with this gateway enhancement and on the basis of what new technical information? Who made the decision and was it referred back to the Local Committee for further discussion?

Response: During the 2012/13 financial year, works were carried out to install a gateway feature to support the introduction of the 30mph speed limit. This gateway feature included the following measures;

1. Yellow backed 30mph speed limit terminal signs.
2. Dragons teeth road markings.
3. Buff coloured surfacing.
4. 30mph roundel road marking.

Prior to the installation of the above measures there was a "Betchingley" village sign, at the location of the gateway feature, that was designed and installed by Betchingley Parish Council. White fencing is sometimes installed as part of a gateway feature to enhance the visual impact of the change in the speed limit. However, following discussions with the county councillor at the time, under delegated authority, it was agreed to not install the white fencing. The white fencing would need to have been narrower than the existing "Betchingley" village sign, due to the narrow verge on the opposite side of the carriageway. Because this decision was made under delegated authority it was not referred back to the Local Committee for further discussion.



Question 4 - With reference to Surrey's Setting Local Speed Limits policy of July 2014 in particular Step 4 'Conduct feasibility of supporting engineering measures', does the cost of certain measures such as speed cameras preclude them from being considered and included for discussion in reports to Local Committee meetings when considering reductions in speed limits? If so, is consideration given to the income that such cameras generate?

Response: When conducting an assessment of the feasibility of supporting engineering measures, as set out in step 4 of Surrey's Setting Local Speed Limits policy of 2014, the cost of certain engineering measures would certainly have an effect on their feasibility. If the cost of installing such engineering measures exceeds the budget available then this makes such measures unfeasible. Any measures that are not feasible would not be included for discussion in reports to the Local Committee.

Surrey County Council's policy for safety cameras is that they are reserved for the very worst collision hotspots where there has been a history of personal injury collisions involving vehicles exceeding the speed limit. This is so that they are reserved for the most dangerous roads, where evidence shows that they are being installed in order to try to reduce the number of people already being injured on Surrey's roads, rather than being used in order to generate revenue. Engineering measures which are considered unfeasible and where their installation would be against existing county policy would not be considered or included for discussion in reports to the Local Committee meetings when considering reductions in speed limits.

Contact Officer: Vicki Eade, Partnership Lead (East) and Zena Curry, Area Highways Manager (South East).

This page is intentionally left blank