

# Supplementary Agenda

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Item 4 - Petition

Item 5 – Public Question

Item 7 – Member Question

**We welcome you to**

**Tandridge Local Committee**

Your Councillors, Your Community  
and the Issues that Matter to You



## Venue

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

**Date:** Friday, 21 June 2019

**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.

Petition 1

One petition with 42 signatures has been received from Burstow Parish Council. It is asking SCC to consider changing Wheelers lane, Smallfield, Surrey, to one directional travel only from an east to west direction.

### **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.

1 public question has been received from Whyteleafe Village Council asking about flooding.

### **7 MEMBERS QUESTIONS**

(Pages 9 - 10)

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.

1 member question has been received from Councillor Cooper, asking about an issue of concern in Caterham.

# SURREY COUNTY COUNCIL



## LOCAL COMMITTEE (TANDRIDGE)

**DATE:** 21 JUNE 2019

**SUBJECT:** WHEELERS LANE, SMALLFIELD REQUEST FOR A ONE WAY.

**DIVISION :** LINGFIELD

### **PETITION DETAILS:**

Burstow Parish Council petitions to have Wheelers lane, Smallfield, Surrey, changed to one directional travel only from an east to west direction.

The east junction of Wheelers Lane has a 'four way' staggered crossroads where Wheelers Lane, Redehall Road, Chapel Road and Plough Road meet. Due to the location of the junction next to a two form entry primary school and a busy shopping parade, this area presents a serious hazard to all road users. Immediately north of the junction, adjacent to the parade are a number of designated 'on-street' parking bays that further exacerbate traffic flow problems.

Drivers turning right from Wheelers Lane into Redehall Road frequently find their view of the road obscured by vehicles, including delivery lorries unloading by the shops. They edge forward only to find vehicles travelling north on Redehall road appearing on the 'wrong' side of the road as they pass by the on street parking bays.

Equally, vehicles approaching the junction from Plough Road and turning right, face the difficulty of turning right. Often finding other traffic approaching on the 'wrong' side of Parents dropping and collecting school children from Burstow Primary School, delivery vans to local shops and shop users park in the vicinity of the junction impeding visibility and increasing the risk of harm.

There have been two serious incidents involving collisions between vehicles and pedestrians, there are regular small Road Traffic Collisions between vehicles and almost daily there is at least one 'near miss'.

The Parish Council believes that by restricting traffic flow to an east to west direction only, there will be a significant increase in safety for all road users and traffic flow through the centre of the village will be smoother and less likely to 'gridlock' at peak school times.

We accept that some one way systems can result in traffic speed as drivers are more confident that they will not meet opposing traffic and residents would have

reduced access choices. The speed issue could be address by installing traffic calming measures.

Our concern, as I'm sure is Surrey County Council's, is to prioritise highway improvements in locations where injury accidents are occurring.

**RESPONSE:**

Redehall Road is a north/south road that runs through Smallfield. Wheelers Lane runs from Redehall Road just north of the parade of shops in a westerly direction. Plough Road runs from Redehall Road just north of the junction with Wheelers Lane in an easterly direction. Wheelers Lane and Plough Road join Redehall Road in a staggered junction arrangement. There is a raised table on Redehall Road that also extends into the entrances of both Wheelers Lane and Plough Road

A review has been carried out of the personal injury collisions in both Wheelers Lane and at the junction of Wheelers Lane/Redehall Road/Plough Road during the period January 2016 to February 2019. These are the latest dates for which information is available. During this period there have sadly been 2 collisions both of which resulted in serious injury to a pedestrian.

It is acknowledged that it can take time to turn right out of both Wheelers Lane and Plough Road during busy periods, and that northbound vehicles on Redehall Road use the southbound carriageway to pass vehicles parked in the parking bays. However this is no different to many other junctions in Surrey with roads that have on street parking. At busy times the congestion and the raised table at this junction acts to reduce vehicle speeds.

Of the 42 people who have signed the petition, only 5 live in Wheelers Lane, the rest live in and around Smallfield. Any scheme to make Wheelers Lane one-way would need the support of the majority of the residents of Wheelers Lane and William Gardens which is a cul-de-sac accessed from Wheelers Lane. Residents in Broadbridge Lane would also need to be consulted as the proposal would result in increased traffic volumes in Broadbridge Lane.

Surrey County Council has put forward proposals to address road safety concerns in Wheelers Lane outside Burstow Primary School, these proposals do not include making Wheelers Lane one-way. Experience elsewhere has shown that when roads are made one-way vehicle speeds tend to increase as drivers do not need to slow down for vehicles coming in the other direction.

The section of Wheelers Lane closest to Redehall Road forms part of the 20mph zone in Smallfield village centre. A speed limit order made in March 2019 extended the section of Wheelers Lane in the 20mph zone to just beyond the Centenary Hall car park entrance.

The petitioners are suggesting that traffic calming measures are installed in order to address the likely increase in vehicle speeds. Such measures would need to be installed along the entire length of Wheelers Lane, and are expensive to both

design and construct. They can also prove to be unpopular with some local residents in those locations where they have been installed.

For these reasons it is not proposed to progress a scheme to make Wheelers Lane one-way.

**RECOMMENDATION**

The Local Committee is asked to:

- (i) *Note the officer's comments.*

**Contact Officer:**

Philippa Gates, Traffic Engineer, 0300 200 1003

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



**DATE:** 21 JUNE 2019  
**SUBJECT:** Public Question: Whyteleafe roundabout (A22 Godstone Road) flooding  
**DIVISION:** Caterham Valley

**Background**

Whyteleafe Village Council requested in April 2019 that the soak-away and gullies at Whyteleafe Roundabout (A22, Godstone Road, CR3 0EE) be cleared as the frequency and severity of temporary highway flooding had escalated over prior months.

Whenever the highway floods, it presents a danger to drivers and adds to the amount of congestion particularly during the busiest times of the day. The sections of road prone to flood are shown in the images below.

In response to our request for action (ref no 1187844), the Local Highways Officer stated firstly:

*"I have checked the County's highway drainage details and can confirm there is a soak-away as you have identified in the middle of the roundabout. There is no set cleaning programmes for soak-aways but as this soak-away is located within a wetspot location it therefore does receive the highest frequency of cleaning with our records showing it was last cleaned in January 2019.*

*The gullies around this roundabout were last cleaned in May 2018 and are currently scheduled for cleaning once per maintenance year and I would assume they would be addressed around the same time this year although the new cleaning programme has yet to be issued to the Local Highway Office.*

*Regretfully due to the limited access to the specialist equipment we need to undertake soak-away and gully cleaning, the Local Highway Office are unable to supplement the current cleaning regime"*

In response to an email from the Village Council repeating that a problem exists and that the gullies have not been cleared for over a year the Highways Officers added:

*"the team that oversee the gully cleaning contract are currently reviewing the cleaning schedule and therefore dates are not available to the Local Highway Office at this time.*

*The cleaning criteria may not remain the same as in previous years. If there are changes, it could mean that the gullies are cleared anytime within the 2019/20 maintenance period. I would hope these gullies will be addressed earlier in this maintenance year than later but regretfully the Local Highway Office have no control over this"*

The Council understands the challenges facing Highways Officers during these stricken times but a lack of a coherent and effective plan for this particular site is hard to comprehend.

**Question:**

Clearly, the frequency of clearing around this location (Wetspot TAN065) is inadequate and thereby causing a danger and inconvenience to the public so Whyteleafe Village Council would like to know:

a) will resources be urgently directed to this location to remedy the current problem in light of the evidence provided and

b) will the Local Committee agree to a substantive review of the frequency of gulley and soak-away clearing for this particularly site, in this financial year, so that an adequate program of clearing can be agreed and implemented in future financial years (and published for monitoring purposes).

*Image 1:**Image 2*

*Example of flooding several hours after a period of heavy rain on 13 May 2019*

*One vehicle negotiating the flood water with the following vehicle having to take avoiding action due to the erratic behaviour of the first.*

**Response:**

1. The gullies on and around the Whyteleafe roundabout were cleaned as part of the cyclical gully cleaning programme on 13<sup>th</sup> and 15<sup>th</sup> May 2019. The contractor recorded that silt levels before cleaning were at 50%, with one gully on the north-west side of the central island at 75%. All gullies were recorded as operational on arrival and operation on leaving. As noted in the background information above, the soakaway was cleaned in January 2019.

The local highway office only has access to specialist equipment required to clean gullies and soakaways once every 6 weeks. This resource is used across the district and the list of sites that are awaiting investigation far exceeds the level of resource available.

Water accumulates on the carriageway during periods of heavy rain which suggests that the issue is related to the capacity of the existing surface drainage system. However, this is a temporary issue and the water dissipates after a period of time. Signs that the road is liable to flooding have been installed on the A22 on both approaches to the roundabout to warn drivers of possible standing water on the carriageway.

The Whyteleafe roundabout is registered as a wetspot and scores 84. The wetspot score is made up of a number of factors such as flood frequency, extent and depth, road congestion, speed and priority, impact and property flooding. A high scoring wetspot would score 150+, a medium score is 50-150 and a low score would be less than 50. All current medium and high scoring wetspots are reviewed at least annually, with this wetspot last being reviewed in November 2018.

There are a number of wetspots in Tandridge that score considerably higher than Whyteleafe roundabout. Work is prioritised at those wetspots which score highest, which means that this wetspot is unlikely to be prioritised for works in the near future.

2. The frequency of gully cleaning under the countywide cyclical programme has been optimised by looking at the priority of the road and the average recorded silt levels of the road to determine a suitable frequency. As a result of this optimisation, the gullies at the Whyteleafe roundabout have been assigned an annual cyclical cleanse frequency. The gully cleaning data shows that the gullies are operational, with average annual silt accumulations of 50%. Given that issue with water on the carriageway occurs after periods of heavy rainfall, additional cleaning of the gullies is unlikely to resolve this problem.

The divisional Member has a capital maintenance allocation which could be used to carry out a drainage investigation and capital works at Whyteleafe roundabout. The divisional member could decide to discuss with the Tandridge Maintenance Engineer the feasibility of using his allocation to fund this work and if it is a priority in his division. It should be noted that the capital allocation cannot be used for only investigation, which is a revenue function. Following investigation, capital works would need to be carried out and completed this financial year. Until the investigation has been completed it is not known what, if anything, could be done or the cost of any solution identified. Also, the cost of the traffic management that would be required for carrying out work on the A22 would need to be met from the member's capital maintenance allocation. Officers and the divisional member could also work with the village council to explore whether the village council would be able to support any work, for example through match funding.

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**Contact Officer:** Anita Guy, Principal Highway Maintenance Engineer, 03456 009 009

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**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (TANDRIDGE)****DATE:** 21 June 2019**SUBJECT:** Member Question: Issue of public concern involving obstruction of the highway in Caterham**DIVISION:** Caterham Valley

Councillor Michael Cooper (Harestone ward) asks:

There is a current and ongoing issue in Caterham, raising serious concerns locally about how local authorities support people who are homeless and refuse help, and what powers the highway authority has to remove obstructions from the public pavement.

Over the past month or so central Caterham has been blighted by a collection of bins, the number seemingly growing each week. Currently the line of bins has been situated outside the St John's Church Hall, opposite St Johns Church, in Clareville Road, Caterham. The vast collection of bins is blocking the pavement and causing a public nuisance. There are further concerns of anti-social behaviour, public safety and public health that have been reported to the Police.

The Area Highways Manager at SCC is fully aware of the situation but no progress has apparently been made in resolving it. I am requesting a full report on what has been done and when this appalling situation is going to be resolved.

**Response:**

There are a collection of wheeled bins and some boxes, which contain the belongings of a known person, at the back of the pavement on Clareville Road, Caterham. These are on the wider pavement outside the St John's Church Hall, opposite St John's Church. This was first registered with Surrey County Council, as an enquiry, on the 4<sup>th</sup> June 2019. Since then this has been investigated, and there has been liaison with Tandridge District Council about the wider issues for this situation.

Obstruction of the highway is defined under Section 137 of the Highways Act 1980: "if a person, without lawful authority or excuse, in any way wilfully obstructs the free passage along a highway he is guilty of an offence". There is additional case law on this issue and about what constitutes a highway obstruction. Some of these cases also consider whether there has been an unlawful use of the highway, even if there is not considered to be an obstruction. Recent cases have also indicated that social issues are to be resolved firstly, and that highway law is not to be used by Local Authorities to try to address social issues. Tandridge District Council are leading on the social issues.

The Highways Act contains provisions enabling the Highway Authority to deal with various encroachments, obstructions and unlawful interferences. Each provision prescribes action which the Highway Authority may take where that provision applies.

## ITEM 7

Common Law also exists to enable the Highway Authority to remove obstructions and abate nuisances, and these are maintained under Section 333 of The Highways Act.

Surrey County Council (SCC) are able to take proper proceedings in the exercise of this duty, and are afforded the discretion to take such steps as they deem expedient.

The approach taken by SCC, when exercising this discretion, is to consider if enforcement is in the public interest, if there is a greater than 50% chance of conviction, and if the evidence would stand up to scrutiny in court.

Any enforcement action will be proportionate to the interference and/or risk to the use of the Highway. The bins are to the back of the pavement and have been inspected for highway safety issues. It is considered that there is adequate space for pedestrians to gain access past the bins, at this time. This will continue to be monitored, until the wider issues are resolved.

SCC will consider all of its statutory powers in any combination. The action SCC will take may range from providing advice and guidance; issuing a formal letter; serving Notices; carrying out of default action; recovery of costs for carrying out default works from the owner/occupier; or prosecution. We believe that education and liaison are preferred to formal action and that our role therefore involves actively working to advise and assist with compliance.

Serving Notices, or carrying out default works, are currently considered disproportionate and unlikely to be successful, without the wider social issues being addressed.

This is a complex issue, and even if Notices were served for these items to be removed, they are likely to be moved to another nearby location in the area. The Area Highways team are coordinating with Tandridge District Council on the highway issue, for when the wider social issues are addressed.

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**Contact Officer: Zena Curry, Area Highway Manager**