

DRAFT

Minutes of the meeting of the
Tandridge LOCAL COMMITTEE
held at 10.15 am on 7 March 2014
at South Godstone Sports and Community Association, The Pavilion, Lagham
Road, South Godstone. RH9 8HN.

Surrey County Council Members:

- * Mr Michael Sydney (Chairman)
- * Mr Nick Skellett CBE (Vice-Chairman)
- * Mr David Hodge
- * Mrs Sally Ann B Marks
- * Mr John Orrick
- * Mrs Helena Windsor

Borough / District Members:

* In attendance

44/13 APOLOGIES FOR ABSENCE [Item 1]

No apologies were received.

45/13 MINUTES OF PREVIOUS MEETING [Item 2]

The minutes were agreed as an accurate record of the meeting.

46/13 DECLARATIONS OF INTEREST [Item 3]

None received.

47/13 PETITIONS [Item 4]

Limpsfield C of E Infant School submitted a petition; four of the children (the Geography Ambassadors for the school) and Sue Fraser (Year 2 teacher), presented the petition with over 175 signatures.

The petition was requesting that the highways department consider reducing the speed limit outside of their school to 20mph or 30mph.

The response of the Senior Highways Engineer (tabled at the meeting and attached to the minutes as **Appendix A**) was noted.

Assurance was provided by the Senior Highways Engineer that the Highways Department had previously undertaken speed checks outside the school and signs were put in place as a result of this. However, the officer also continued that any change in speed limit would require the support and enforcement of the police.

The Highways Department have agreed to assess the speed and count the traffic once more outside the school. Currently all of the A25 is being reviewed for speed and the team would be happy to update the school when they have more information on the surveys.

The Chairman moved to the debate.

The Vice Chairman thanked the children and the school for bringing this petition to the Local Committee.

48/13 FORMAL PUBLIC QUESTIONS [Item 5]

Four formal public questions were received. Written responses are attached to the minutes as **Appendix B**.

Miss Mary Alston requested (on behalf of residents on Park Road) an action plan to be put in place to ensure that the park has sufficient drainage to cope with high levels of rainfall and that storm drains are regularly serviced and cleared.

[Miss Alston asked a supplementary question; she wished to know what could be done to prevent the flooding happening again and whether any action has been taken to prevent this occurring again. The Senior Highways Engineer responded that the Queens Park recreation ground is managed by Tandridge District Council.

Members discussion ensued regarding how best to work closer with Tandridge District Council on such issues. Currently there are 9,300 gullies in the district and therefore perhaps there is scope for funding extra gully cleaners.

Members agreed that moving forward they hoped to improve the current situation (particularly in Whyteleafe) and to look at prevention. The Vice Chairman clarified that longer term solutions were due to be discussed at County Hall in the coming weeks.

Due to the powers of delegation in budget given to members it has meant that there was local flexibility and that as a result the Local Committee has funded an extra gully cleaner previously.

Members praised officers with regards to their work and response to the recent flooding crisis and commended Tandridge District Council and the Highways team for their work.

It was agreed that more public consultation was required with residents and that lessons can always be learnt; also that utility companies need to be held accountable whereby no contingency plan is in place.

£120million is the total pot of money allocated in order to fund flood works across the UK and £0.5m has been spent to date in Tandridge.

The leader of the County Council confirmed that he had written to the Prime Minister and Secretary of State in order to highlight these issues and to request £2million over the next 3.5 years, as permanent dams may need to be created in Woldingham in order to prevent this scale of flooding occurring in future.

Three major strategic points were identified as the Kenley Treatment Plant (which serves approximately 47,000 people) and the Gas and Electric works at the bottom of Woldingham; with the last two being situated at the same level as the Bourne.

Mr and Mrs Viret asked whether the Local Committee knew of any plans for a parking review to take into account the impact of commuter parking on Hurst Green Road; a written response is attached to the minutes as **Appendix B**.

Councillor Simon Morrow asked the Local Committee to confirm that pavements in Warlingham (Meadway, part of Farleigh Road and part of Limpsfield Road) would be repaired in 2014/15; a written response is attached to the minutes as **Appendix B**.

Councillor Barbara Harling asked whether hedge cutting debris is cleared away at the time of the works being done in order to avoid blocking gullies.

[Mrs Harling continued that she still had concerns about the debris in this road and that she would be happy to meet with the divisional member (Mr Nick Skellett) and show him the area concerned, which Mr Skellett agreed with.

Members agreed that this is a concern which other residents have raised, regarding railway land and highway land being blocked and suggested that a list be compiled and CHOs (Community Highways Officer) can visit the sites and clean any debris away which are blocking gullies.]

49/13 MEMBERS QUESTIONS [Item 6]

One formal Member question was received. A written response is attached to the minutes as **Appendix C**.

Mrs Sally Marks asked how communications can be improved between services and partners during events such as the Flooding crisis in Whyteleafe, in particular regarding closed roads and signage.

Members engaged in discussion.

[Mrs Marks asked that an adequate supply of signs and spare signs be available for these situations and that the process of creating new signs is sped up. Mrs Marks also paid tribute to all who have worked hard on this matter.]

- Mr Hodge highlighted the work done by local farmers in the area who were alerted and worked with Surrey County Council during the storms and subsequent flooding.

- In particular it was requested that a letter of thanks from the Local Committee members be sent to Mr Rodney Fuller.

The Chairman of the local committee allowed public questions to be taken in the meeting at this point.

One member of the public asked the local committee regarding the structural repair programme, in particular Amy Road which was initially scheduled for August 2013 and then delayed until January 2014 due to the flooding. The member of the public asked if the latest date of March 2014 was accurate or whether works had been delayed again.

The Vice Chairman (as the divisional member for Amy Rd) confirmed that the works are due to be carried out and the highways team were aware, however they were currently committed to carrying out emergency repairs until the LSR scheme is carried out. He assured the questioner that it would be filled soon but had indeed been delayed due to the flooding.

Councillor Lindsey Dunbar asked a question regarding parking and whether it was possible for the local committee to lobby Network Rail for a new layer of parking as the new housing estate will add to the congestion and difficulties that residents are already experiencing.

Members agreed to take this up and asked Councillor Dunbar to write to Mr David Hodge and Mr Michael Sydney. Members also agreed to subsequently inform the Environment and Transport Department at County Hall.

The Vice Chairman of the Local Committee also highlighted the increased problems in parking in Oxted also and the Local Committee Chairman agreed to also bring this up with the East Grinstead and Uckfield Train Group.

50/13 MEMBERS ALLOCATIONS SUMMARY [FOR INFORMATION ONLY] [Item 7]

Declarations of Interest: None

Officers attending: Sandra Brown, Community Partnerships Team Leader (East)

Petitions, Public Questions, Statements:

Questions in relation to Member Allocations from the public audience were invited in this section:

- A Local Committee attendee thanked members for support on several projects such as the YMCA and grit bins.
- Councillor Barbara Harling asked when they would be receiving the new grit bins which the Senior Highways Engineer agreed to find out and get back to her.

Member Discussion – key points:

- Members discussed the projects to be funded from the remaining 2013/14 Member's Allocation budget, in particular the Whyteleafe Flood Appeal and the Duke of Edinburgh scheme which Mrs Sally Marks supported.
- Members thanked the Community Partnerships Team (in particular the Local Support Assistant) for their efficiency and speed of processing of bids especially in the busy time leading up to the spending deadline. Although some applicants had IT issues they managed to get the bids in and processed before the deadline.
- The Local Committee chairman agreed to send details to parish councils of a more cost effective option should they wish to purchase their own grit bins also.

Resolution:

The Committee **NOTED** the amounts that have been spent from the Members' Allocation and Local Committee capital budgets, as set out in Annex 1 of the report submitted.

51/13 HIGHWAYS SCHEMES 2013/14 - END OF YEAR UPDATE [FOR INFORMATION ONLY] [Item 8]

Declarations of Interest: None

Officers attending: Anita Guy, Senior Highways Engineer, and Philippa Gates, Assistant Engineer

Petitions, Public Questions, Statements: None

Member Discussion – key points:

- Members expressed their concerns regarding the cost of continually repairing pot holes and discussed whether patching was a more effective method.
- Mr David Hodge explained to the committee that a permit license is required for those who dig up the roads (for example, utility companies). This now ensures that the quality of utility repairs are up to par and that they are accountable and required to do the repairs again if not. Approximately 95% of repairs required on the roads are due to utility companies.
- Members raised concerns regarding some patching methods used for pot holes and Mr John Orrick has written to members of cabinet regarding this. He continued that Croydon Council have a different method of patching using systems such as Jet Patch and therefore he has approached Mr John Furey regarding the matter and is awaiting a response.

Resolution:

The Committee **NOTED** the contents of the report.

52/13 OPERATION HORIZON - FIVE YEAR MAINTENANCE PLAN [FOR INFORMATION ONLY] [Item 9]

Declarations of Interest: None

Officers attending: Jane Young, Carriageway Team Leader

Petitions, Public Questions, Statements:

Questions in relation to Operation Horizon from the public audience were invited in this section:

- A question was received from a member of the public (Cllr Barbara Harling – Parish Councillor of Oxted South) regarding when works would be done in Pollards Oak Road, Pollards Oak Crescent, and Hurstlands.
The Carriageway Team Leader responded that work had been programmed for between April and May and that they would get back to them with a more specific date.
The Vice Chairman of the Local Committee confirmed that he had previously relayed the date to the Parish Council also.
- A question was received from a member of the public (Cllr Dunbar) asking what the 'Concrete Programme' was.
The Carriageway Team Leader responded that some of the older roads have a concrete base and therefore have to be treated differently as the tarmac laid on top has to be a different depth. While many of these roads are fine, some are breaking and need to have further assessments in order for a specialist contractor to address them.

Member Discussion – key points:

- The Carriageway Team Leader (Jane Young) informed members that the recent flooding has had an impact on the programme of works and although they have been able to continue with some of the schemes they have had to reduce or delay others in some areas.
- In response to members queries, the officer continued that heading south on the A22 (due to flooding), schemes have been rescheduled for April-June and the team have re-applied for permits in order to carry out the works.
- Flood damage will be assessed when the water has receded and Operation Horizon will be taking this into account.

- Members queried inconsistencies between the report they were given for the meeting and the previous year's report. The Carriageway Team Leader agreed to check on these discrepancies which she believed to have been down to an administrative error.
- Members enquired about Paynesfield Road; Thames water has been to look at it and have said it is not their responsibility. It was confirmed that a jetter had been brought in to jet the soakaway and so this should be resolved. There are also 5 days of work programmed there for the end of March.
- Problems occurring with surface treatments failing on some roads and requiring repairs were highlighted and members discussed how to address this and whether it was something for Operation Horizon, or whether to contact David Cameron.
- It was relayed that at least 6 miles of roads had so far been identified as damaged due to flood waters and once the water had receded, the rest of the roads could be assessed for damage too. Members questioned whether the roads should in fact be re-engineered also.
- The Carriageway Team Leader informed members that they had applied for funding and cross referenced flooded roads. As a result, a bid has been submitted and once the flooding has receded the real damage can be further assessed. The team are aware of the dressing/treatment failures and have carried out a full independent audit to find out what has happened and assured members that it would be at no cost to Surrey County Council but to the contractor.
- It was confirmed that contractors would be carrying out surface dressing between May and September at their own expense in order to do repairs.
- Members discussed whether in fact all of the damage was down to the contractors or whether the vehicles who did not adhere to the temporary 20mph speed limits on new surfaces were contributing also. The Carriageway Team Leader confirmed that this was correct and was a contributing factor in not letting the road settle and as a result leading to failures in the road.
This is something the team are aware of and in the audit have categorised which roads were failing as a result of vehicles only and will be discussing this with the contractors in order to achieve a fair resolution.
- Members highlighted problematic areas in their divisions which needed addressing; where potholes and surface treatment were failing due to the flooding.
 - Oxted Road (The Godstone triangle) suffering from potholes
 - Waterhouse Lane and Brewer Street where the surface treatment is coming up due to the flooding
 - Titsey Foundation is due to open mid May and the team had previously coordinated with them for any works to be finished prior to this. It was agreed that both the divisional member and the Foundation

would be kept updated as the works have been delayed. As it is a notifiable scheme the team are currently awaiting the correct paperwork to come through.

- Members queried whether the CHOs could be more involved in the long term planning work and in rationalising pot hole repairs.
- The Carriageway Team Leader confirmed that Operation Horizon has been mostly suspended due to the flooding however roads which have been unaffected by flooding have continued.
- Members sought clarification on why roads were deferred due to 'road space'. The officer explained that permits need to be applied for in order to book the road space for works and so is dependent on this.
- Mr John Orrick asked for the officer to get back to him regarding Avenue Road and whether a permit has been granted for it.
- The Local Committee chairman informed the committee that of the £31million spent on Operation Horizon, Tandridge had received £7.1million. The officer confirmed that this was proportional and based on the assessment of all Surrey roads, as Tandridge had proportionally the worst 10% of roads and therefore required more work than other areas.

Resolution:

The Committee:

- (i) **NOTED** the success of the countywide 5-year programme in year one
- (ii) **NOTED** the progress of Operation Horizon roads, Surface Treatment roads, and changes in year one in Tandridge in Annex 1
- (iii) **NOTED** the proposed programme of Operation Horizon roads for Tandridge for year two (2014/15) and the remaining approved roads to be undertaken in years three to five (2015-2018) listed in Annex 1

53/13 ROAD SAFETY POLICY UPDATE [EXECUTIVE FUNCTION] [Item 10]

Declarations of Interest: None

Officers attending: Duncan Knox, Road Safety Team Manager

Petitions, Public Questions, Statements:

Questions in relation to the Road Safety Policy from the public audience were invited in this section:

- A question was received from a member of the public (Cllr Lindsey Dunbar) who asked whether the Road Safety Team could put markings by schools in order to designate the road a school area and as a more cost effective measure.
The Road Safety Team Manager responded that sometimes this can be done along with signage if considered worthwhile.

Member Discussion – key points:

- Mr John Orrick highlighted that he was opposed to the 24/7 implementation of 20mph zone restrictions outside of schools as they cannot be enforced. He continued that motorists were more likely to comply with a restriction which was specified to be in operation during school hours only.
The Road Safety Team Manager agreed that each site should be taken on its merits however and that when speeds have been measured outside of schools motorists are generally adhering to the speed limits and reducing their speeds accordingly at school times.
- The Road Safety Team Manager gave the example of Mole Valley where they have installed 'advisory' signs. The team are due to do a follow up survey in order to see the outcome and whether they have had any effect and will feed back to the committee.
The officer continued that generally traffic calming measures would work better than temporary (school time only) limits, however agreed that this was not possible across all sites.
- Members discussed the petition received at the committee and noted that this was the only school in Surrey which was on a 40mph road (on the A25) and considered the statistics in the report showing the number of children injured per month outside schools over a 7 year period. They requested a copy of the petition be sent to the Road Safety Team Manager who agreed to look into the speed limit here.
- Members discussed whether research had been done in relation to neighbouring/similar county councils to see how Surrey compares and how these new speed limits would be enforced if the police do not enforce it.
The Road Safety Team Manager confirmed that national data had been published which can be used for comparison purposes. The team has also collected their own data for which there is no comparative data available however they do always keep abreast of the latest innovations and take on board best practice where appropriate to the site.
- The team work closely with the police regarding enforcement of speed limits however the police are unable to enforce them at all times and this would be an impossible task in areas of narrow lanes where they cannot park. The officer continued that they consult the police at every stage.

- Members asked Mr Duncan Knox to identify if there are any schools in Surrey which require the police to look at and enforce the limits (to reassure the schools also). The Chairman agreed to share this with other Local Committee Chairman also in order to compile a list for the whole of Surrey.
- The Local Committee Chairman asked the Road Safety Team Manager if he was aware of the FAST (Felcourt Against Speeding Traffic) group and informed him that they were putting up village signs in order to ask motorists to drive carefully and that they were interested in raising money for speed cameras also. The Chairman asked on behalf of FAST if they would be granted permission and what the cost of the cameras would be.
- The officer responded that the Councils approach to speed cameras is for collision hotspots only as they have to prioritise the requests received and that an average speed camera costs £80-100,000. The police are also normally involved in the back office therefore the costs are ongoing. Duncan Knox agreed to look at this area again as the Chairman informed him that some motorists in the area had been recorded as driving at speeds in excess of 90mph on occasions (in a 40mph zone).
- Members continued discussions into the matter of good driver behaviour and education, particularly when driving through the recent flooding. The Road Safety Team Manager informed members that they regularly consult and engage with schools and create a school travel plan in order to increase awareness and education.
- The officer confirmed that if members wanted to look at roads in their divisions they needed to contact the highways team initially. If a new speed limit is put in place in any area then the team work with highways, however that with regards to enforcement the team work with the police.

Resolution:

The Committee:

- (i) **NOTED** and provided comments on the draft policies. Comments will be taken into account prior to the policies being submitted to County Council Cabinet for approval.
- (ii) **REQUESTED** that the issue of schools on major roads be looked at on an individual bases.
- (iii) **REQUESTED** that the team look at an alternative to 24/7 20mph signs outside schools.

(iv) **REQUESTED** that the Road Safety Policy be referred to as 'Draft' until implemented in order to avoid ambiguity

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 07 MARCH 2014

SUBJECT: PETITION – REDUCE SPEED LIMIT TO 20MPH OR 30MPH
OUTSIDE LIMPSFIELD C OF E SCHOOL – WESTERHAM
ROAD, OXTED

DIVISION: OXTED



SUMMARY OF ISSUE:

To consider a petition containing approximately 175 signatures (from teachers and school children) requesting that the speed limit of the section of road outside the Limpsfield C of E School (Westerham Road, Oxted) be reduced to 20mph or 30mph, in order to address concerns from school children, teachers and parents regarding safety.

RESPONSE:

Limpsfield CofE Infants School is located on the A25 Westerham Road, Limpsfield, catering for 180 pupils aged 4 to 7 years. The section of the A25 outside the school is a dual carriageway with a single traffic lane in each direction and subject to a 40mph speed limit. There is an uncontrolled crossing point to the east of the school where pedestrians can cross the A25, with a waiting area in the central reservation protected by guard railing. A school crossing patrol operates at this point at both the start and end of the school day. The pedestrian guard railing at this crossing point was extended recently to help make the crossing point safer.

The school operates a Walking Bus where the children are escorted from Grub Street across the common to the school. An Advisory 20mph speed limit which operates when the flashing school lights are on at the start and end of the school day has been introduced on the A25 outside the school.

Surrey's Community Engagement Team, together with the Police, works closely with the school to provide help with the School Travel Plan and to provide road safety advice. The subject of vehicles speeds was discussed at a recent meeting and it was agreed that this issue needed further investigation.

As part of this scheme, speed surveys were carried out prior to the signs being erected. The survey carried out during school term time between 08.35 and 09.35 recorded the mean speed, the measure used to determine speed limits, as 31mph in both directions. A survey carried out in the school holidays at the same time of day recorded mean speeds of 33mph eastbound and 37mph westbound. This suggests that drivers do slow down when children are walking to school. The after survey to measure the effectiveness of the Advisory 20mph signs is programmed to be carried out in the Spring 2014.

A policy "Road Safety Outside Schools" is being developed that sets out the process that will be used by Surrey County Council for investigating and responding to

concerns about road safety outside schools, including concerns about traffic speeds. The draft policy is the subject of a report to this meeting of the Tandridge Local Committee. It is suggested that this policy forms the basis of how the request for a reduced speed limit outside Limpsfield Infants School is taken forward. This will involve working with the school and carrying out a site visit attended by Surrey Officers and the Police. As set out above, it is already intended to carry out a further speed survey at this location.

Changes in speed limits need to comply with Surrey's speed limit policy. This is currently being updated to take into account new government guidance. As reported elsewhere on this agenda, the new policy highlights that changing speed limits with signs alone will not necessarily be successful in significantly reducing the speed of traffic if the prevailing mean speeds are much higher than the proposed lower speed limit. Any change in speed limit will require the support of the Police as they are responsible for enforcement.

The divisional member for Oxted has asked Officers to carry out a speed limit assessment of the A25 between the County boundary and Godstone. It is intended that this piece of work will be carried out during 2014/15. The speed surveys carried out at Limpsfield Infants School will form part of this wider speed limit review.

Contact Officer:

1. Anita Guy, Senior Engineer, South East Area Team, 03456 009 009
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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 07 MARCH 2014

SUBJECT: FORMAL PUBLIC QUESTIONS

DIVISION: CATERHAM HILL, WARLINGHAM, OXTED



1. Flooding on Park Road, Caterham

"As residents of Park Road, Caterham, who were affected by flooding in December 2013. This is not the first time flooding has occurred, and we believe it will happen again unless remedial action is taken.

There appears to be two main causes of the flooding:

- Inadequate drainage in Queen's Park Recreation Ground.
- Blocked or inadequate storm drains in Queen's Park Road, Court Road, and Park Road.

We request that an action plan is put in place to ensure that the park has sufficient drainage to cope with the high levels of rainfall, and should any water flood from the park that the storm drains in the respective roads are regularly serviced and cleared to cope with the demand of water."

Response:

The County has a duty to provide highway drainage only to drain highway surface water runoff, not additional runoff from adjacent land. The drainage of the Queen's Park Recreation Ground is the responsibility of the land owner, Tandridge District Council. Surrey County Council has no responsibility to improve or maintain drainage on that land.

Historically, a number of soakaways were installed in Queens Park which acted to stop flooding from the Caterham School playing fields which at the time was draining across the recreation ground towards Queen's Park Road, Court Road, Park Road and Hillcroft Primary School. The provision of these soakaways has been successful in minimising the risk of flooding as indicated by the fact that prior to the extreme rainfall experienced over Christmas, the last reported incident of property flooding was in 1997.

Court Road and Park Road gullies are included on the County's annual cyclic gully cleaning programme. Queens Park Road is private road and does not form part of the public highway. Therefore gullies in this road are not maintained by the County Council. In addition to the cyclic programme, each Borough and District has the use of a gully machine for a week once every 11 weeks to carry out 'ad hoc' cleaning, jetting and investigations at sites where a particular problem has been identified. The Local Committee has used some of its revenue maintenance budget to hire additional resource for short periods to carry out further gully cleaning at known problem sites.

Parking in Park Road has prevented any ad hoc gully clearance to be carried out and regretfully when faced with a workload in excess of the availability of the gully cleaning unit, it is not always possible to co-ordinate with clearing the road of parked vehicles.

Queen's Park Road is on the County's Wetspot database. Wetspot is a term used by Surrey in its role as the lead local flood authority to describe the location of a flood incident that has been reported. The assessment of wetspots is used to both understand where the most significant flooding locations in the county are and to prioritise drainage improvement across the highway network in Surrey. A number of factors are taken into account when assessing each wetspot site, with internal property flooding, safety, disruption to critical services, social and economic impacts, and duration and frequency of flooding all contributing to a high score.

In response to the exceptionally high levels of rainfall experienced since Christmas 2013, the wetspots database is being updated. The Queen's Park Road wetspot currently has a low score. Officers will provide the Drainage Asset Team with information on the latest flooding in Park Road and ask that the wetspot database is updated to ensure all the issues such as property flooding are represented in the wetspot score.

Contact Officer:

1. Anita Guy, Senior Engineer, Highways, 03456 009 009

2. Commuter parking on Hurst Green Road

'Following the introduction of double yellow lines on Hurst Green Road to avoid commuter parking near to the green, commuter parking has moved further down Hurst Green Road causing road safety concerns for pedestrians and drivers as well as access and exit difficulties for residents.

Does the committee have or know of any plans to address these concerns and, if not, what is the best way for residents and road users to ensure that these concerns are investigated and acted upon?'

Response:

The rail station in Hurst Green is popular with commuters travelling to London, however the station car park is small and commuters have consequently parked on the surrounding residential roads in increasing numbers over the years. Waiting restrictions have been, and are put in place by the Local Committee to manage this situation and the last district wide parking review to be implemented (in August 2013) introduced changes to create more passing places in Hurst Green Road.

As part of the 2014 parking review, the Tandridge Local Committee gave the go ahead for statutory consultation at a number of locations including Hurst Green Road. It is planned to place parking controls between Days Garage and Greenhurst Lane to reduce obstructive parking here, mainly by commuters. There are no plans to introduce further restrictions to the south of the Comforts Avenue at this stage and it is now too late to look at this as part of the 2014 review. We will however monitor

the situation and pick up any road safety problems if they arise as part of our on going review process.

In order to raise specific requests for new parking restrictions, in the first instance it is advisable to contact your local county councillor (in this case Mr Nick Skellett) who will liaise with the SCC parking Team in the development of any proposals.

Contact Officer:

1. David Curl, Parking Strategy and Implementation Team Manager, Environment and Infrastructure

3. Pavements in Meadway, Farleigh Road and Limpsfield Road

'In the agenda papers for the Local Committee of 1 March 2013, three pavements in Warlingham, namely Meadway, part of Farleigh Road and part of Limpsfield Road, were listed as being priorities for the Local Structural Repair budget for 2013-15, and residents were advised accordingly.

However nothing has yet been done and enquiries about when the work will be done have failed to elicit a date.

Would the Local Committee please confirm that these pavements will be repaired in 2014/15.'

Response:

Annex 2 of the report to the 1 March 2013 Local Committee (Highways Forward Programme 2013/14 – 2014/15) contained a list of possible sites for Local Structural Repair in 2013/14 for both carriageways and footways. It was noted that all the sites identified would be subject to pricing and allocation of funding. In paragraph 2.8 of the report, it was stated that Annex 2 listed roads that would benefit from local structural repair as identified by the Maintenance Engineer. Paragraph 2.8 suggested that the capital maintenance budget for Local Structural Repair schemes be divided equitably between County Members and that the roads to be treated be agreed by the Area Team Manager in consultation with the Chairman, Vice-Chairman and divisional Members. This formed recommendation (vi), which was approved by the Local Committee of which the questioner was a District Council member at that time. The recommendation did not refer to Annex 2.

The divisional Member subsequently agreed that Long Hill, Woldingham, in the vicinity of the school, was the priority scheme to be taken forward for Local Structural Repair in 2013/14. This scheme was completed in 2013 and no additional Local Committee capital maintenance (LSR) funding was available to carry out any further work in the Warlingham division.

At the December 2013 meeting, the Local Committee agreed that the capital maintenance (LSR) funding for 2014/15 will again be agreed by the Area Team Manager in consultation with the Chairman, Vice-Chairman and divisional Members. The divisional Member will consider requests for road and footway LSR schemes in his area and will prioritise these when reaching a decision as to which scheme to progress in the coming financial year.

Contact Officer:

1. Anita Guy, Senior Engineer, Highways, 03456 009 009
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4. Hedge cutting debris – Tanhouse Road

‘Should all debris be cleared away at the time of the work being done (hedge cutting by highways or landowners) and how is this checked out, because if it is not cleared away when the work is done perhaps this is something that should be looked into as I have concerns that the debris is blocking the gully drains and causing flooding problems. This was particularly evident on Tanhouse Road.’

Response:

In September 2013, the Area Team arranged for the hedge on the northern side of Tanhouse Road to be flailed as it was encroaching into the road and considered to be a safety hazard. The Local Committee funded revenue maintenance gang then attended site to trim back any broken branches and remove the large pieces of debris from site. At the same time, a digger also edged up the side of the road, removing all vegetation and mud to expose the full width of the tarmac. This work was welcomed by local residents.

Generally when hedges are flailed, either by landowners or the County Council, the debris that is produced is in very small pieces. These chippings are left to rot down on site.

The River Eden runs under Tanhouse Road and the gullies in Tanhouse Road drain into the river. The River Eden has been in flood on a number of occasions in recent months given the exceptional volume of rainfall. The recent flooding of Tanhouse Road was a result of the high river levels causing water to surcharge back through the gullies onto the road.

Contact Officer:

1. Anita Guy, Senior Engineer, Highways, 03456 009 009

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 07 MARCH 2014
SUBJECT: MEMBER QUESTIONS
DIVISION: CATERHAM VALLEY



1. Flooding in Whyteleafe – Ms Sally Marks (Caterham Valley)

“Currently (during this Flood Crisis), we have a road closure on the A22 at Whyteleafe which is not being 'policed' adequately such that vehicles are still able to drive through the flood waters - if their vehicle is able to do so. The result of this is that the bow-waves caused by the vehicles is actually causing water to flood homes and businesses. Vehicles are ignoring Road Closed signs and because there are not sufficient road barriers in place the drivers seem to think that passage can be effected.

The Police passed over 'control' of this road closure to SCC on Saturday afternoon (8th February). It was only this morning that SCC Highways took over this control, thus there is a missing 36 hours when no-one was in control.

Many vehicles were simply ignoring the road closed signs. The only measures to prevent vehicles from driving along this part of the A22 was one lorry with one member of SCC staff remonstrating with drivers and occasionally taking photos of the car registration numbers.

Even though the A22 was closed to traffic some days ago, Croydon Council did not erect sufficient signs on the A22 southbound from Purley to indicate that this road was closed, hence 2 miles further south drivers were frustrated in their attempts to continue to move southwards. This made things worse when they either had to turn around and travel all the way back OR to determinedly drive through the floodwaters.

How can we can improve communication between our Services and other partners (such as Surrey Police, Surrey Highways, The District Council, Croydon Council and Croydon's Police) during events such as the Flooding Crisis in Whyteleafe and improve the contingency plans to improve a) Road Signage and b) to prevent vehicles from passing through 'Closed Roads' with a better form of Physical Barriers?”

Response:

The recent flooding and high winds had a significant impact on a number of residents and businesses across the County. The County Council provided a range of services, co-orientated by our Emergency Planning Team to ensure residents were kept safe, had shelter and as far possible general day to day life could continue. The County Council deployed significant resources with many staff and contractors working hard in challenging situations.

There are established processes and procedures for dealing with major incidences. Surrey Gold and Silver command (chaired by Surrey Police) ensure all service providers (including the District Council, Surrey Highways, Environment Agency, Public Health etc) have the opportunity to contribute, helping to ensure efforts are coordinated at both strategic and operational levels. These procedures operated with success across the County.

The closure of the A22 was impacted by a number of factors including the need to protect critical national infrastructure (Kenley Water treatment works) within Croydon's Command area and maintain access to Surrey residents and businesses. Despite appropriate road closed signs some drivers chose to ignore these and drive at inappropriate speeds through floodwater, with scant concern for any impact this would have on adjacent properties. Due to this inappropriate behaviour, from the 10 February additional contractor resources were

diverted from other important tasks to assist in manning the closure. Gold command made the decision access needed to be maintained for residents from the south, hence it was not appropriate to install immovable concrete barriers to physically prevent all traffic. During any event many agencies work together helping residents. The Command structure is very clear and operated with success, but nevertheless there is always scope to improve on how some operational measures transpire. Protection of the Kenley Water treatment works is ongoing with the deliberate diversion of flood waters to the fields adjacent to Woldingham Road. After the event when then situation has returned to normal, there will be appropriate wrap up and learning discussions between the relevant organisations.

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