

Agenda

Tandridge
Local Committee

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

Discussion

- Review of speed management measures in Godstone Road, Lingfield
- On street parking update
- Highways forward programme 2015/16 – 2016/17
- Local Transport Strategy and forward programme



Venue

Location: Tandridge District

Council Offices, Station
Road East, Oxted,
Surrey, RH8 0BT

Date: Friday, 12 December
2014

Time: 10.15 am



SURREY

You can get involved in the following ways

Ask a question

If there is something you wish know about how your council works or what it is doing in your area, you can ask the local committee a question about it. Most local committees provide an opportunity to raise questions, informally, up to 30 minutes before the meeting officially starts. If an answer cannot be given at the meeting, they will make arrangements for you to receive an answer either before or at the next formal meeting.

Write a question

You can also put your question to the local committee in writing. The committee officer must receive it a minimum of 4 working days in advance of the meeting.

When you arrive at the meeting let the committee officer (detailed below) know that you are there for the answer to your question. The committee chairman will decide exactly when your answer will be given and may invite you to ask a further question, if needed, at an appropriate time in the meeting.

Get involved

Sign a petition

If you live, work or study in Surrey and have a local issue of concern, you can petition the local committee and ask it to consider taking action on your behalf. Petitions should have at least 30 signatures and should be submitted to the committee officer 2 weeks before the meeting. You will be asked if you wish to outline your key concerns to the committee and will be given 3 minutes to address the meeting. Your petition may either be discussed at the meeting or alternatively, at the following meeting.

Thank you for coming to the Local Committee meeting

Your Partnership officer is here to help. If you would like to talk about something in today's meeting or have a local initiative or concern please contact them through the channels below.

Email: michelle.starr@surreycc.gov.uk

Tel: 01737 737422

Website: <http://www.surreycc.gov.uk/tandridge>



@TandridgeLC



SURREY



Surrey County Council Appointed Members

Mr Michael Sydney, Lingfield (Chairman)
Mr Nick Skellett CBE, Oxted (Vice-Chairman)
Mr David Hodge, Warlingham
Mrs Sally Ann B Marks, Caterham Valley
Mr John Orrick, Caterham Hill
Mrs Helena Windsor, Godstone

Chief Executive
David McNulty

If you would like a copy of this agenda or the attached papers in another format, e.g. large print, Braille, or another language please either call Sarah Woodworth, Community Partnership and Committee Officer on 01737 737422 or write to the Community Partnerships Team at Tandridge District Council Offices, Station Road East, Oxted, Surrey, RH8 0BT or michelle.starr@surreycc.gov.uk

This is a meeting in public. If you would like to attend and you have any special requirements, please contact us using the above contact details.

MOBILE TECHNOLOGY AND FILMING – ACCEPTABLE USE
<p>Those attending for the purpose of reporting on the meeting may use social media or mobile devices in silent mode to send electronic messages about the progress of the public parts of the meeting. To support this, County Hall has wifi available for visitors – please ask at reception for details.</p> <p>Anyone is permitted to film, record or take photographs at council meetings. Please liaise with the council officer listed in the agenda prior to the start of the meeting so that those attending the meeting can be made aware of any filming taking place.</p> <p>Use of mobile devices, including for the purpose of recording or filming a meeting, is subject to no interruptions, distractions or interference being caused to the PA or Induction Loop systems, or any general disturbance to proceedings. The Chairman may ask for mobile devices to be switched off in these circumstances.</p> <p>It is requested that if you are not using your mobile device for any of the activities outlined above, it be switched off or placed in silent mode during the meeting to prevent interruptions and interference with PA and Induction Loop systems.</p> <p><i>Thank you for your co-operation</i></p>

Note: This meeting may be filmed for live or subsequent broadcast via the Council's internet site - at the start of the meeting the Chairman will confirm if all or part of the meeting is being filmed. The images and sound recording may be used for training purposes within the Council.

Generally the public seating areas are not filmed. However by entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting and/or training purposes.

If you have any queries regarding this, please contact the representative of **Legal and Democratic Services** at the meeting.

		
Mr Michael Sydney (Chairman)	Mr Nick Skellett (Vice-Chairman)	Mr David Hodge
Lingfield	Oxted	Warlingham
		
Mrs Sally Ann B Marks	Mr John Orrick	Mrs Helena Windsor
Caterham Valley	Caterham Hill	Godstone
 SURREY COUNTY COUNCIL Local Committee (TANDRIDGE) County Councillors 2013-17		

1 APOLOGIES FOR ABSENCE

To receive any apologies.

2 MINUTES OF PREVIOUS MEETING

(Pages 1 - 16)

To approve the Minutes of the previous meeting as a correct record.

3 DECLARATIONS OF INTEREST

To receive any declarations of disclosable pecuniary interests from Members in respect of any item to be considered at the meeting.

Notes:

- In line with the Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012, declarations may relate to the interest of the member, or the member's spouse or civil partner, or a person with whom the member is living as husband or wife, or a person with whom the member is living as if they were civil partners and the member is aware they have the interest.
- Members need only disclose interests not currently listed on the Register of Disclosable Pecuniary Interests.
- Members must notify the Monitoring Officer of any interests disclosed at the meeting so they may be added to the Register.
- Members are reminded that they must not participate in any item where they have a disclosable pecuniary interest.

4 PETITIONS

(Pages 17 - 24)

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.

Three received at time of despatch. **One response *attached* and the rest *to follow*.**

5 FORMAL PUBLIC QUESTIONS

(Pages 25 - 28)

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.

Four received at time of despatch. **Three responses *attached* and one *to follow*.**

6 MEMBERS QUESTIONS

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.

None received at time of despatch.

7 REVIEW OF SPEED MANAGEMENT MEASURES IN GODSTONE ROAD, LINGFIELD (Pages 29 - 58)

The Local Committee Tandridge, at the meeting on 9 December 2011 determined that a development related speed management scheme should be introduced in Godstone Road, Lingfield for a period of one year in the first instance in order to monitor the impact and to make amendments if necessary.

The Local Committee determined that the monitoring would be on the basis of congestion, traffic diversion, traffic speeds and recorded personal injury accidents.

This was legally recognised in the Section 278 Agreement between the County Council and the developer. This was completed on 18 September 2012 and the highway works in their entirety were completed on 5 September 2013, although the kerb-build outs were completed in December 2012.

This report summarises the outcome of the monitoring and considers the impact of the scheme.

Report and Annexes 1 – 6 ***attached.***

8 ON STREET PARKING ENFORCEMENT UPDATE (Pages 59 - 66)

The current parking enforcement agency agreements with Surrey district and borough councils provide local committee's with a greater scrutiny role of the parking enforcement operation and a share of any surplus income.

This report sets out the background for these arrangements and provides an overview of the enforcement operation in Tandridge for 2013/14.

Report and annex 1 ***attached.***

9 MEMBERS ALLOCATIONS SUMMARY (Pages 67 - 72)

Surrey County Council Councillors receive funding to spend on local projects that help to promote social, economic or environmental well-being in the neighbourhoods and communities of Surrey. This funding is known as Members' Allocation.

For the financial year 2014/15 the County Council has allocated £10,300 revenue funding to each County Councillor and £35,000 capital funding to each Local Committee. This report provides an update on the projects that have been funded since April 2014 to date.

Report and Annex 1 ***attached.***

10 INFRASTRUCTURES RESILIENCE WORKS UPDATE

The extreme and lengthy period of rainfall last winter resulted in

groundwater flooding from the Caterham Bourne, and long term saturation of the ground, in the Valleys of the A22 and Whyteleafe/Woldingham area. This resulted in the A22 being closed for 4 weeks, homes and businesses being flooded, with an overall huge impact on the local community.

This report is an update for members on the infrastructure resilience works that have already been constructed, and the proposed major investment plans to address the longer term resilience issues for the Caterham Bourne and the A22 network.

Report ***attached***.

11 HIGHWAYS SCHEMES UPDATE (Pages 73 - 82)

At the 13th December 2013 Local Committee, Members agreed a programme of revenue and capital highway works in Tandridge. Delegated Authority was given to enable the forward programme to be progressed without the need to bring further reports to the Local Committee for decision. This report sets out recent progress. The report also updates Members on other maintenance programmes in Tandridge and on customer enquiries.

Report and annex 1 ***attached***.

12 HIGHWAYS FORWARD PROGRAMME 2015/16 - 2016/17 (Pages 83 - 94)

This report seeks approval of a programme of highway works for Tandridge funded from the Local Committee's delegated capital, revenue and Community Enhancement budgets.

Report and Annexes 1 and 2 ***attached***.

13 LOCAL TRANSPORT STRATEGY AND FORWARD PROGRAMME (Pages 95 - 188)

This paper presents the outcomes of the development of a Tandridge Local Transport Strategy (LTS) and Forward Programme. It makes recommendations that the Committee approve the Local Transport Strategy and Forward Programme.

The county council is producing Local Transport Strategies and Forward Programmes for each district and borough in the county. The purpose of these strategies is to support the growth set out within district and borough local plans and provide a programme of transport infrastructure required to deliver this growth. They also provide an evidence base for future funding bids.

The strategies are 'live documents' which will be updated at regular intervals to ensure they remain relevant and current. They will become part of the Surrey Transport Plan.

They contain two main elements. The main document provides a commentary on the transport provision and transport problems in each district or borough. It also provides possible solutions to the identified problems.

The annex contains a forward programme of transport infrastructure that we would like to see implemented in the district or borough, subject to funding. The programme would seek to address the problems identified in the main document of the strategy and mitigate

the impact of future growth on the transport network.

Report and annexes 1 and 2 ***attached.***

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Minutes of the meeting of the
Tandridge LOCAL COMMITTEE
held at 10.15 am on 26 September 2014
at Soper Hall, Harestone Valley Road, Caterham, CR3 6HY.

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

* In attendance

69/13 APOLOGIES FOR ABSENCE [Item 1]

Apologies were received from Mr John Orrick and Mrs Sally Marks.

70/13 MINUTES OF PREVIOUS MEETING [Item 2]

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

71/13 DECLARATIONS OF INTEREST [Item 3]

None received.

72/13 PETITIONS RELATING TO HIGHWAYS MATTERS [Item 4]

One received. The petitioner was in attendance at the meeting and received the response which is attached to the minutes as **Appendix A**.

Mrs Angie Ketcher and Mrs Gill Pearson submitted a petition with 150 signatures from local residents requesting that a 'No Lorry Zone' be put in place along the busy road outside of the school. The petition outlines concerns regarding HGVs outside of the school and the safety of the children attending.

Mrs Angie Ketcher was in attendance and presented the petition.

Member Discussion – key points:

- Mr David Hodge informed the Local Committee that work has been put in place in conjunction with Croydon (including yellow line restrictions). He continued that double parking was also causing some problems in this area.

- Members agreed that the key issue was the safety of the children and that the large lorries using the road are those that are serving large corporations (such as supermarkets) and not local businesses.
- Mr David Hodge asked John Lawlor, Highways Local Area Manager to contact the companies and ask them not to use the road during school times and explained he would also bring up the matter with Kevin Hurley. If the supermarkets do not agree then other measures will have to be agreed and implemented however members agreed they would try to engage with them first.
- Members also enquired whether Peter Hitchings, Highways Engineer could speak to SatNav companies regarding this inappropriate route.
- The Highways Local Area Manager explained that he will undertake a review which will look at safety issues and will report back to the divisional member (Mr David Hodge).
- Members discussed whether the parking restrictions had been agreed and implemented; they have been.
- The petitioner continued that one of the major problems on this route was also the speed. The Highways Local Area manager responded that all aspects of safety on that road would be looked at, including the speed.
- Members asked the petitioner if they would be able to provide a list of the HGV companies which use the road and then for the Highways Local Area manager to draft a letter to them.

73/13 FORMAL PUBLIC QUESTIONS RELATING TO HIGHWAYS MATTERS **[Item 5]**

Two formal public questions were received. The written responses are attached to the minutes as **Appendix B**.

Mrs Angie Ketcher and Mrs Gill Pearson requested the committee review traffic management and signage outside Hamsey Green School; they received the response prior to the meeting.

Mrs Ketcher asked a supplementary question; she asked whether the committee could inform her on criteria used to prioritise funding. The Highways Area manager responded that a point scoring system is used for schemes (scoring elements such as safety, environmental and maintenance factors) and that there are a very large amount of schemes that they have to prioritise and following this members have to make the very difficult decisions on choosing them.

Member Discussion – key points:

- Mr David Hodge informed the committee that there has been a 40% reduction in funding which puts pressure on members and the highways team as the statutory duties takes 2/3 of the County Council budget. An increase in council tax would be one avenue for increasing funding however they are restricted to how much it can be raised. Across the (circa) 380 schools across Surrey it can often be hard to find the funding.

The second question received was from Mr Bristow who asked whether the committee could do something to improve the situation of the 410, 400 and 509 bus timing's which have recently changed and he received the response at the meeting (stating that unfortunately changes to commercial operations are not approved by the County Council).

74/13 MEMBER QUESTIONS RELATING TO HIGHWAY MATTERS [Item 6]

There were five member questions submitted and no member questions were asked informally at the meeting.

The written responses are attached to the minutes as **Appendix C**.

The Highways Area Manager provided an update to some of the responses provided in the agenda papers:

- Question 1 (submitted by Mr Nick Skellett): Within the next few weeks repairs will be carried out and surface dressing will be next year.
- Question 2(submitted by Mr Nick Skellett): The team will look at banning a right turn and exit of A25 and will look into making it one way (in consultation with the police and other officers).
With regards to the section of road outside of Limpsfield School, officers are preparing a map base where tubes need to be put to get speed records for seven days and this needs to be agreed with the divisional member (Mr Nick Skellett).
Mr Skellett responded that he would like officers to approach him with a suggestion of where the tubes should be placed.

Member Discussion – key points:

- With reference to question 3 (submitted by Mr Nick Skellett); Mr Hodge asked for officers to be careful when looking into whether warning signs and other such measures are needed outside schools as it may lead onto requests from all schools so the measures need to be implemented only when proven necessary. Mr Skellett agreed that money needs to be spent appropriately and reasons set out clearly.
- With reference to question 4 (submitted by Mr Nick Skellett); members discussed the speed limit on this road and agreed it is too fast and should be reduced to 40mph (not 50mph as suggested by the police). Members enquired what steps need to be taken to establish a 40mph speed limit along this section of the road.
The Highways Area Manager informed members that currently there are signs in place and that they are in the process of getting quotes and laying down tubes. They have also asked the asset management team to look at the surfacing of the road along the full length of the Titsey Road.
He has also passed on comments made in the previous Local Committee meeting for the team to assess whether crash barriers would be appropriate along a section of the road and he will keep the committee update on progress. Members asked for the tubes to be out as soon as possible which was agreed by the highways officers.

- Members again raised concerns about the speed limit and the recommendation to reduce to 50mph as they would like the speed limit reduced to 40mph.
The Highways Area Officer informed them that there was still a caveat that if members do not agree with officers report they can ask cabinet to reduce the speed limit further. Members agreed that now funding had been established that the team should move on this. This was agreed by all members.

75/13 HIGHWAYS SCHEMES UPDATES 2014-15 [Item 7]

Declarations of Interest: None

Officers attending: John Lawlor, Highways Area Team Manager

Petitions, Public Questions, Statements: None

The Highways Area Team Manager presented the report and confirmed that an additional £23 million in funding had been agreed for flood damage.

He continued also that a winter service update will be received shortly.

The Highways Area Team Manager explained the customer services section of the report and clarified the complaints section and that the majority of complaints received were due to poor weather.

Member Discussion – key points:

- Members asked on the position of Harrow road, to which the Highways Area team manager explain that it was still in the design phase for the soakaway.
- Mr Hodge responded that it was always agreed that this road would be done as part of project horizon this year outside number 247 who had flooding in their garden and that Farleigh road would be after Harrow road. The area team manager agreed he would check on the status of this with the Horizon team.
- Members also generally requested that in the wake of the flooding problems, they can have different pots of funding (some local and some centrally etc) as it is increasingly difficult to know who is controlling which pots and what their priorities were. More guidance and explanation is required (for example the flooding task group will shortly be coming up with a new list also) and members feel there is often much duplication as a result.
- Mr Hodge updated the committee on the county perspective on flooding. Surrey was the worst hit with regards to roads and services (although it had previously been reported that it was Taunton). Funding received has not matched the requirements and other counties have received more funding despite incurring less flooding. The director and assistant director of highways are putting together a comprehensive list and Croydon are putting together a bid for the A22 where Mr Hodge will be meeting with them to discuss which will probably be a £1 million scheme.
- Mr Hodge continued that many residents of Surrey did not realise the extent of problems caused by the floods, such as the problems which the county would have faced if the electric stations flooded which

could have affected over 1 million people. Mr Hodge stated that he believes we need to go to the source of the problem (the lower Thames is a major issue for much of Surrey). He continued that he has written to the Prime Minister however they have not received any further money and the biggest concern is the lack of funding support.

- Members raised concerns that often they are not sure where to go, for what with the highways team when there is flooding for example and that this is something that needs clarification. The Chairman emphasised that the flooding in the South of the district was quite serious and that David Harmer should be aware of this.

Mr Hodge stated that Mr Harmer had done a good job and that government needs to put more investment in infrastructure; new homes for example put a lot of pressure on the area.

Resolution:

The Committee:

NOTED the contents of the report

76/13 MEMBERS' ALLOCATION FUNDING - UPDATE [Item 8]

Declarations of Interest: None

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

Petitions, Public Questions, Statements: None

Member Discussion – key points:

- Members were given their remaining balance at time of printing the agenda for noting.
- Members discussed the anticipated projects to be funded from the remaining 2014/15 Member's Allocation budget, such as the Farm Buddies scheme which was jointly supported and funded previously.
- Mr Skellett requested that the Community Partnership Team let him know whether the project has any elements that can be funded using his capital instead of revenue as he has already committed this to other projects. The community Partnership and Committee officer also agreed to get a breakdown of the project costs and get back to him.
- All members agreed to support the project and Mr Hodge agreed to make up any shortfall if required as he believes the project is worth investing in.
- A reminder was given that all monies need to be spent by end of February and members praised the system in place and thanked the officers involved.

Resolution:

The Local Committee (Tandridge) is asked to note:

ITEM 2

- (i) The amounts that have been spent from the Members' Allocation and Local Committee capital budgets, as set out in Annex 1 of this report.

77/13 CREATING OPPORTUNITIES FOR YOUNG PEOPLE - EARLY HELP [Item 9]

Declarations of Interest: None

Officers attending: Jeremy Crouch, Lead Youth Officer (East Surrey)

Petitions, Public Questions, Statements: None

- The Lead Youth Officer presented the report and sought the approval of local priorities and increased decision making as set out in the cabinet report. When the report was submitted (and published with the agenda papers) it was awaiting cabinet approval. However the report has now been approved by the Cabinet.
- He continued that the report sets out in the annex, the priorities through the Youth Task Group. If approved it will go out to tender and to set priorities for the centre based youth work (following cabinet approval) and the team will directly manage the Youth Centres.

Member Discussion – key points:

- Members asked for an explanation as to how they would run. The Lead Youth officer explained that there would be different providers and they would be able to take on a lead professional role. Also I we need to add to the priorities we are able to.

Resolution:

The Committee:

- (i) APPROVED the local priorities (Annex 1), to be considered by providers, focusing on the identified needs of Tandridge and the geographical neighbourhoods prioritised by the Youth Task Group.
- (ii) NOTED that approval is subject to approval of the Services for Young People model by Cabinet on 23 September 2014.
- (iii) NOTED the changes to the council scheme of delegation which provides increased decision making to local commissioning in relation to youth work and Surrey Outdoor Learning (SOLD).

78/13 EARLY EDUCATION AND CHILDCARE SERVICES AND CHILDREN'S CENTRE SERVICES [Item 10]

Declarations of Interest: None

Officers attending: Anne James, Early Intervention and Improvement Manager

Petitions, Public Questions, Statements: None

- The Early Intervention and Improvement Manager presented the report and gave an overview of the early education and childcare services and children's centres services in Tandridge.
- She continued that the private, voluntary and independent sectors provide the childcare; Surrey County Council does not.
- The Early Intervention and Improvement Manager explained the take up and range of services in the district as set out in the report and continued that in the district of Tandridge, there is sufficient take places however take up is just below that of the Surrey average (Table 5 in the report).
- Children in Tandridge do better than the Surrey average and the results from the last year show that the Surrey average is 63.4% and for Tandridge it is now 67%, which is also 7.5% above the national average. Table 5 also shows that the vulnerable groups in Tandridge are doing well and also better than the Surrey average.
- OFSTED results in Tandridge are in line with the Surrey average and 80% are good or outstanding and way above the national average.

Member Discussion – key points:

- Members enquired why the district provided five Sure Start centres when there was a large abundance of suppliers (and sufficient suppliers) in the district. The Early Intervention and Improvement Manager responded that not all of the centres provide childcare and some run health services and other support services. Members enquired whether they should reduce the number of centres in the district which the Early Intervention and Improvement Manager said she would look into it, however these centres do provide other services and providers are quite different in the services they provide.
- The manager continued to explain that there are 58 children's centres in Surrey and 550 Private, voluntary and independent centres. Members inquired whether many of these were schools and whether they were all offering nurseries. The Early Intervention and Improvement Manager responded that around 67 have nurseries in their settings (within Surrey) on a school site.
- Ms Helena Windsor agreed that the Sure Start centres often provided more parental support than childcare services which the Early Intervention and Improvement Manager confirmed; such as parenting courses, healthcare etc.
- Members referred to merging of services in some areas. In more deprived areas the centres helped families and ensured children had a good start.
- Members asked if there were any concerns they should be aware of however the Early Intervention and Improvement Manager confirmed that all are doing well and even in the lowest 20% they were still above the Surrey average however they would still require further support to narrow the gap further. In general however there are no concerns with this district.
- The Local Committee Chairman raised the issue of Young Epilepsy whereby the new OFSTED rules may mean they are downgraded only because they do not have the accurate data to provide them with as

ITEM 2

the data is not available. The team have concerns that the sure start centre will be downgraded and as a result so will Young Epilepsy. The Early Intervention and Improvement Manager assured the Chairman that Phil Osborne (Head of early years and childcare services) has been in contact with them in order to determine what data is required so that perhaps the research and information team may provide them with the data required.

- The Chairman requested that the Young Epilepsy team be kept informed as they may consider withdrawing.
- The members thanked the team for the great results.

Resolution:

The Committee:

NOTED the contents of the report

Appendix A

Appendix B

Appendix C

Meeting ended at: 11.53 am

Chairman

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 26 SEPTEMBER 2014



SUBJECT: PETITION (HGV movement outside Hamsey Green School, Tithepit Shaw Lane)

DIVISION: WARLINGHAM

SUMMARY OF ISSUE:

To consider a petition containing 150 signatures requesting that a 'No Lorry Zone' be put in place along the busy road outside of the school. The petition outlines concerns regarding HGVs outside of the school and the safety of the children attending.

Therefore the petitioner is asking Surrey County Council to introduce a ban on HGV movements in Tithepit Shaw Lane.

RESPONSE:

Tithepit Shaw Lane links the B270 Hillbury Road and the B269 Limpsfield Road. Hamsey Green Primary School is located on two separate sites on Tithepit Shaw Lane, as is Warlingham School which is a secondary school.

A HGV ban as requested by the petitioners would require a traffic order prohibiting vehicles wider than 6'6" from using Tithepit Shaw Lane. Such an order would need to be "except for access" to allow for deliveries, refuse collection etc. to the residents and schools and also to accommodate the school buses serving Warlingham School pupils. The police are responsible for the enforcement of width restriction orders. Officers have contacted the Surrey Police who have indicated that they would not support a width restriction order or HGV ban on Tithepit Shaw Lane.

Tithepit Shaw Lane forms part of one of the few links between the A22 and the B269 that is of sufficient width to accommodate HGVs. Officers must be mindful of the County Council's aim to promote a vibrant economy for the benefit of all residents. Part of this aim involves ensuring that appropriate transport links are in place to enable local businesses to operate effectively.

For these reasons there are no plans to put in a width restriction or HGV ban on Tithepit Shaw Lane as the petitioner's request.

Contact Officer: John Lawlor, South East Area Team Manager, Local Highways Service Group, 03456 009 009

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 26 SEPTEMBER 2014

SUBJECT: FORMAL PUBLIC QUESTIONS

DIVISION: WARLINGHAM, OXTED, GODSTONE, CATERHAM VALLEY and CATERHAM HILL



1. Review of traffic management and signage outside Hamsey Green School, Tithe pit Shaw Lane (Warlingham)

"Can I request that urgent action is taken to review the traffic management and road safety measures and in particular the signage around the Upper and Lower School entrances of Hamsey Green Primary School. At present, there is no signage to alert drivers that there is a school entrance at neither the Lower School site nor any traffic management or road safety measures in place around either entrance which I believe puts the safety of young children at risk"

Response:

Tithepit Shaw Lane links the B270 Hillbury Road and the B269 Limpsfield Road. Hamsey Green Primary School is located on two separate sites on Tithepit Shaw Lane, as is Warlingham School which is a secondary school. Requests for highway improvements on roads outside schools are assessed using the county council's Road Safety Outside Schools Policy. The request will be referred to the Sustainable Transport Team who will lead the process. The county council's local highways engineers, road safety engineering specialists and police road safety colleagues will also be invited to assist. Following the assessment a report will be produced containing options, where possible, to tackle the concerns that were raised. The report will be presented to the Chairman, Vice-Chairman and divisional member of the Local Committee. The local committee will then decide whether to allocate funding from their annual budget for any improvements depending upon the extent of the problem, the estimated costs and the funds available. At this time there is a long waiting list for schemes that have already been approved and are awaiting allocation of funding.

Contact Officer: John Lawlor, South East Area Team Manager, Local Highways Service Group, 03456 009 009

2. Changes to Bus time table issued by Southdown PSV (Buses 410 and 400) (Oxted, Godstone, Caterham Valley and Caterham Hill)

"The latest timetable issued by Southdown PSV (valid from 1st September) times the 410 from Oxted arriving at Godstone at the same time as the 400 to Caterham or even 1 minute after the 509 to Caterham. Southdown PSV informed me that this timetable was approved by Surrey County Council. Older residents like myself have

to travel by public transport between Oxted and Caterham for hospital appointments or public meetings such as the Local Committee. Can the committee please do something to improve the situation?"

Response:

The changes to service 410 were instigated by Southdown following a review of the commercial services they operate. Changes to commercial operations are not approved by the County Council. The changes on 1st September provide a better separation between 410 and Metrobus commercial service 400 from Godstone to Redhill, previously a 1 minute separation between them, now buses depart at 09, 18 and 39 minutes past the hr towards Redhill. The change also provides a better morning service from Redhill to Hurst Green while giving a more consistent timetable between schooldays and non schooldays. The changes therefore benefit the busiest section of route where service 410 and 400 overlap. Although the journey to Caterham can still be achieved a 30 minute connection is required at Godstone Green. Should an opportunity arise where the County Council can influence a change which would benefit all passengers we will certainly take this forward. As an alternative to this, the Tandridge Demand Responsive Service (DRT) can be used by anyone living in the Tandridge District area. The operation of this service is determined by the requests made by intending passengers and can be pre booked up to 7 days in advance of travel. Pick up location is agreed with the travel centre and the operation hours are Monday to Friday 0900 – 2230 (no bookings between 1530 -1630) and 0800 -2230 on Saturdays. Further information on this service can be found at www.buses4u.org.uk or by ringing the travel centre on 01372 204540.

Contact Officer: Valerie Sexton, Senior Transport Officer, Travel and Transport Group, Tel: 0208 541 9366

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 26 SEPTEMBER 2014

SUBJECT: MEMBER QUESTIONS

DIVISION: OXTED



1. Jackass Lane – Mr Nick Skellett (Oxted)

“This lane was due to reopened and repaired during the summer of 2014. Would you please advise when this work will be carried out?”

Response:

The southern end of Jackass Lane between Little Court Farm and Tandridge Lane was resurfaced as part of year 1 of the Operation Horizon programme. Unsuitable for Motor Vehicle signs were subsequently erected at either end of the remaining section of Jackass Lane.

There are a number of options that could be considered for the section of Jackass Lane between Little Court Farm and the A25 Oxted Road that is currently unsuitable for use by motor vehicles. These include total reconstruction of the road, provision of an overlay, stopping up and closing off the road, and degrading the classification of this section of the road to a footpath. There is no funding in place at the present time to enable any of these options to proceed. To enable the Local Committee Chairman and Vice-Chairman, who is also the divisional Member, in consultation with the Area Team Manager, to make an informed decision on the best approach, it is proposed that consultation be carried out with the residents of Jackass Lane. It is likely that this consultation will take place in October/November 2014. It should be noted that the Parish Council have indicated their support for the road to be kept open and resurfaced.

In the meantime, the Operation Horizon team are reassessing the condition of Jackass Lane. The Chairman and Vice-Chairman will be advised of the outcome of this assessment as soon as the information is made available.

Contact Officer: John Lawlor, South East Area Team Manager, 03456 009 009

2. A25 Speed Restrictions – Mr Nick Skellett (Oxted)

“What progress has been made in reducing the speed limit from 40mph to 30mph from Ballards Lane to the start of the 50mph section just beyond the junction with Church Lane?”

As part of this section includes Limpsfield C of E School what progress has been made in response to the petition from children at to reduce the limit outside the school to 30mph?

What other measures (such as a camera) can be taken to reduce the speed of traffic outside the school?"

Response:

The section of the A25 between Ballards Lane and the 50mph west of Church Lane will form part of the wider speed assessment requested for the length of the A25 between the County Boundary and Godstone. In accordance with the new speed limit policy approved by Cabinet in July 2014, automatic surveys of vehicle speeds (in both directions) are required. The surveys need to be carried out over a 7 day period in order to gather comprehensive data on existing mean vehicle speeds on the road. Several different speed survey locations will be required for the section of the A25 under consideration. There is cost associated with this process, for which there is no funding allocated at the present time.

The A25 speed assessment is on the Integrated Transport Scheme (ITS) list for consideration for future funding. Officers will be discussing the ITS forward programme for 2015/16 – 2016/17 later this year and a report will be presented to the December 2014 meeting of the local committee for approval.

Contact Officer: John Lawlor, South East Area Team Manager, 03456 009 009

3. St Peters School, Tandridge – Mr Nick Skellett (Oxted)

"Would the Highways Service investigate whether it is possible to have a flashing speed restriction or a school warning sign in school hours as Governors are concerned about the safety of the children and the need to reduce the speed of passing traffic."

Response:

A request has been received from Tandridge Parish Council for a School Safety Zone to be considered at St Peter's School, Tandridge Lane. This could include measures such as Vehicle Activated Signs and school warning signs. This request has been included on the Integrated Transport Scheme (ITS) list for consideration for future funding. Officers will be discussing the ITS forward programme for 2015/16 – 2016/17 later this year and a report will be presented to the December 2014 meeting of the local committee for approval.

Contact Officer: John Lawlor, South East Area Team Manager, 03456 009 009

4. B269 Titsey Road Speed Reduction measures – Mr Nick Skellett (Oxted)

"What progress has been made in reducing the speed limit from the top of Titsey Hill to the start of the 30mph zone through Limpsfield?"

Response:

Following a fatal collision in Titsey Road in April 2014, a report on road safety in Titsey Road/Titsey Hill was presented to the 27 June meeting of the Local

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Committee. The Local Committee agreed that work should start on investigating a reduction in the speed limit on Titsey Road/Titsey Hill. This was discussed at a site meeting on held on 4 July with officers from the County's road safety team and the Police. The Police expressed their agreement in principle to a reduction of the speed limit to 50mph, subject to the outcome of a speed assessment.

Automatic traffic survey equipment will need to be installed at a number of locations to record vehicle speeds. Suitable locations for the equipment have been identified and a price has been sought to carry out this work. Once the cost is known, officers will seek the agreement of the Chairman and Vice-Chairman of the Local Committee under their delegated powers, to allocate funding for the surveys. The results of the speed assessment will be presented in a report to the December meeting of the Local Committee.

Contact Officer: John Lawlor, South East Area Team Manager, 03456 009 009

5. Installing a pedestrian crossing on the A25 near Snatts Hill - Mr Nick Skellett (Oxted)

"What work has been carried out regarding the 2 year project for installing a pedestrian crossing on the A25 near Snatts Hill and when approximately will it be installed?"

Response:

Work has been on-going to finalise both the design for the civils works and the signals design. Implementation of the scheme will take place over two financial years, with the work commencing at the end of 2014/15 and completed early 2015/16. Dates are not yet available but the design team are working with the Streetworks team to book road space and the contractor to programme the work. The divisional Member will be advised of dates as soon as the work is programmed.

Contact Officer: John Lawlor, South East Area Team Manager, 03456 009 009

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 12 DECEMBER 2014



SUBJECT: PETITION (Demolish Lingfields' Pinch Points)

DIVISION: LINGFIELD

SUMMARY OF ISSUE:

To consider a petition containing 1060 signatures.

"Thousands of drivers wait daily in gridlocked traffic behind Lingfields' Pinch-Points in their cars, lorries, buses, horse boxes and coaches - engines ticking over and patience wearing thin causing bad driving like speeding through hand on horn to clear a path and near-misses causing braking, skidding and loud swearing. Empty pinch-points make drivers speed to get through before oncoming traffic. Priority is bewildering, unclear and too close to bends e.g. why slow down to get out of a village?

Flood-water has been diverted and crosses the road. Surrey County Council did not let these well-known facts stop their plans, they can put pinch-points anywhere to enable new-builds. Their 'blind-eyes' attitude is costing us all several thousands of pounds in repairs every time they re-build the pinch-points, an enormous and endless expense to us as taxpayers. The pinch-points don't calm the traffic, were against police advice, are doing more harm than good and have caused the only accidents that have happened here.

Changes are expected in September: demolish the pinch-points."

RESPONSE:

The pinch-points in Godstone Road, Lingfield were constructed in order to facilitate the development of affordable housing at Bay Trees, Godstone Road, Lingfield. They were necessary in order to provide a safe access and egress to the site. Without the pinch-points, traffic speeds will be higher and the visibility at the junction of Bay Trees and Godstone Road will be substandard.

The Local Committee agreed at the meeting on 9 December 2011 that the scheme should be monitored for a year after completion. Monitoring has been undertaken on the basis of congestion, traffic diversion, traffic speeds and recorded personal injury accidents. In practical terms, the pinch-points will have been completed for two years in December allowing for a longer monitoring period than originally envisaged. This is because the highway works in their entirety were not completed until September 2013.

Pinch-points are a common tool used across the country to manage speeds. Surrey Police have stated that 'they fail when drivers make poor decisions, but this is true for most speed counter measures'. This does not make pinch-points inherently dangerous.

ITEM 4

Congestion was monitored by the Parish Council at the request of the County Council but they decided not to continue with further monitoring of the scheme in March 2014. They noted that congestion was only observed at peak times and that the longest queue observed was 15 vehicles. Sat nav journey time data from the Department for Transport confirms that average journey times along Godstone Road have increased by a maximum of 23 seconds at peak times along the stretch from Lingfield Common Road to Mount Pleasant Road. This includes the effect of both the reduced speed limit and the pinch-points. Whilst drivers are experiencing some delays, this is short in duration.

The signs at the build-outs are clear and comply with both the Highway Code and the Traffic Signs Manual. A Stage Three Safety Audit was undertaken in February 2013 after the completion of the pinch-points and signing, particularly on the western approach to the western pinch-point, was improved at the expense of the developer as a result. Surrey Police were involved in the Safety Audit.

Standing and pooling water on the carriageway of Godstone Road was a problem prior to the construction of the pinch-points. The Planning Inspector that granted planning permission required the developer to extend the highway drainage to address standing water outside the Thatched Cottage. The County Council has been alerted to issues with water a number of times since the completion of the works. The Inspecting Engineer that attended on each occasion has been satisfied that this has not been due to highway drainage. In any case, excessive water on the highway has to be seen in the context of the extreme wet weather last winter.

There have been no personal injury accidents at the pinch-points and Officers are aware of two damage-only incidents, one at each of the pinch-points. The first in December 2013 at the pinch point furthest from the village resulted in a claim against the County Council which was rejected by Croydon Magistrates Court; the second in June 2014 demolished the signs on the build out closest to the village. It appeared to officers that a vehicle had driven onto the build out and then over the signs. The driver did not report the incident to the County Council.

A permanent traffic counter has been installed in Godstone Road since April 2013. The results show clearly that the speed of traffic has reduced as a consequence of the build-outs and the reduction in the speed limit.

Surrey Police have been consulted in advance of this meeting in order to gain their views on the operation of the build-outs. The comments received are as follows:

"I am aware of a large campaign to remove the installations and the fact that there is a great deal of local hostility towards them. I am also aware that my predecessor raised some concerns about the visibility when approaching the northern most buildout. In view of these facts, I would like to make the following comments.

1. One of the purposes of the buildouts was to facilitate access to the housing development. The southern buildout has served that purpose.
2. The northern buildout has been in place for over 12 months and the initial police concerns for the potential of "shunt" collisions on the approach, has not materialised.
3. The buildouts have reduced average speeds to the point whereby police enforcement is no longer required.
4. The DfT tell us that a reduction of 1mph in average speeds will reduce collisions by 5%. These buildouts have therefore reduced the potential for casualties.
5. The parish council concerns about vehicles speeding through the buildouts does not appear to be supported by the speed evidence.

6. Buildouts are a common tool used across the country to manage speeds. They fail when individual drivers make poor decisions, but this is true for most speed counter measures.

7. Concern over the potential for the overhanging cottage by the southern most buildout to be damaged by passing large vehicles appears to be unfounded. Indeed, reducing the average speeds would seem to reduce that possibility.

8. Removal of the installations would not be supported by the evidence - would return the average speeds to an unacceptable level with the potential for an increase in collisions and injuries. Surrey Police cannot support any action with those potential consequences. Therefore, I cannot support any call for the installations to be removed.

I would be very pleased to assist in any way I can to consider any potential improvements that could be made to the current arrangement. However, from a road safety perspective, a reduction in collisions and average speeds is usually how success is measured and by that definition, the installations have been successful.”

This matter is due to be discussed later at this meeting but in view of the comments from the Police and the results of the objective monitoring of the scheme, it is considered that there is no justification for its removal.

Contact Officer: Caroline Smith, Transport Development Planning Team Manager
East, 020 8541 9975

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 12 DECEMBER 2014



SUBJECT: PETITION (HGVs out of Lambs Business Park)

DIVISION: GODSTONE

SUMMARY OF ISSUE:

To consider a petition containing 12 signatures:

Increased tonnage and volume of large trucks / lorries out of Lambs Business Park are causing significant noise and vibration nuisance for residents living on Tilburstow Hill Road and in Godstone. In particular in the hours of 6am to 9am and 3.30pm to 6.00pm Monday to Friday.

They are a danger to other drivers, horses and their riders, cyclists and walkers on Tilburstow Hill Road, in particular in the section from Harts Lane to Rabies Heath Road, where the road narrows, is steep and twisting. This is also the crossing point for Greensand Way, for horses, walkers and bikers. Noise and vibration nuisance is very significant and is detrimental to the local environment and quality of life.

The volume, speed and size of these vehicles hurtling down Tilburstow Hill is not appropriate, given nature of this rural road into Godstone and Godstone Farm. I and several neighbours have seen and been involved in "near misses" with these trucks. Do we need a death for action to be taken?

RESPONSE:

To follow

Contact Officer: John Lawlor, South East Area Team Manager, Local Highways Service Group, 03456 009 009

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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (TANDRIDGE)****DATE:** 12 DECEMBER 2014**SUBJECT:** PETITION (Reduce the speed limit on Stafford Road to 20 MPH)**DIVISION:** CATERHAM VALLEY**SUMMARY OF ISSUE:**

To consider a petition containing 28 signatures:

The northern end of Stafford Road (running from Burntwood Lane and past Milner Approach) is far too narrow to support the current speed limit of 30 MPH. This is a double parked, residential road, with little access (due to parked cars) to the easterly pavement, and virtually no access to the westerly pavement.

Residents are forced to walk into the road in order to access their cars, or to move further along the street, and the current 30 MPH speed limit makes this extraordinarily dangerous.

Many residents of this part of Stafford Road have in the recent past experienced damage to the sides of vehicles, and the loss of family pets. All attributable to cars moving at speeds greater than this road can possibly safely support. This is a serious risk to public safety.

Without action, it can surely only be a matter of time, before a resident is seriously injured whilst attempting to negotiate Stafford Road.

For this reason, I petition Surrey Council to reduce the speed limit on Stafford Road to 20 miles per hour.

RESPONSE:

To follow

Contact Officer: John Lawlor, South East Area Team Manager, Local Highways Service Group, 03456 009 009

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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (TANDRIDGE)****DATE: 12 DECEMBER 2014****SUBJECT: FORMAL PUBLIC QUESTIONS****DIVISION: CATERHAM VALLEY; LINGFIELD; CATERHAM HILL****1. Parking on Grange Road, Caterham Valley**

"Given the constant commuter parking on Grange Road, Caterham which is causing great inconvenience to local residents and detriment to their living standards - including partial blocking of drives, very dangerous sight lines, creation of blind spots; even parking by Council vehicles blocking drives completely - what is the status of the introduction of parking restrictions to Grange Road?"

Response:

Inconsiderate parking can be very frustrating for residents and highway users alike. The councils parking enforcement team can take action if a vehicle parks to obstruct (or partially obstruct) a driveway or dropped kerb access onto the highway. If the enforcement team are notified by the resident, a Penalty Charge Notice can be issued to the obstructing vehicle. The parking enforcement team can be contacted by calling 01737 276000.

There are currently no specific plans to introduce parking controls on Grange Road.

We inspected the road as part of our 2014 parking review and did not witness parking that we considered to be obstructive or dangerous, and therefore did not recommend introducing parking controls to the local committee. In many roads parking provides an amenity for local residents and businesses and this needs to be balanced against the perceived nuisance it can cause.

We will inspect the road again under our next parking review, for which site visits are due to take place in January 2015. The resulting report of recommendations is due to be presented to the local committee for initial approval on 6 March 2015.

If the local committee approve new proposals we will need to carry out a statutory consultation and seek potential comments and objections before any new restrictions can be implemented on the ground.

Contact Officer: David Curl, Parking Strategy and Implementation Team Manager,
03456 009 009

2. Pinch Points in Lingfield

"Lingfield parish council was invited by SCC Highways to join in the monitoring of Godstone Road pinch-points. Motorists, having negotiated the Eastern 'pinch-point' (nearest the village), are disinclined to give way to traffic leaving Bay Trees. Parked cars further East along the Godstone Road ensure traffic speeds are not excessive whilst the Westerly pinch point would continue to reduce speeds into Lingfield. The parish council is of the view that the Eastern pinch-point is dangerous and does not allow traffic from Bay Trees to exit in safety.

Please would the Local Committee confirm that the £30,000 bond held by Surrey County Council against Asprey Homes Ltd, will be retained until the Easterly 'pinch-point' is removed and the original road at this point is reinstated?" "

Response:

The pinch-points in Godstone Road, Lingfield were constructed in order to facilitate the development of affordable housing at Bay Trees, Godstone Road, Lingfield. They were necessary in order to provide a safe access and egress to the site. Without the pinch-points, traffic speeds will be higher and the visibility at the junction of Bay Trees and Godstone Road will be substandard. The Local Committee agreed at the meeting on 9 December 2011 that the scheme should be monitored for a year after completion. In practical terms, the pinch-points will have been completed for two years in December allowing for a longer monitoring period than originally envisaged. This is because the highway works in their entirety were not completed until September 2013.

Pinch-points are a common tool used across the country to manage speeds. Surrey Police have stated that 'they fail when drivers make poor decisions, but this is true for most speed counter measures'. The Parish Council has provided information in respect of incidents at eastern pinch point and between the two pinch-points. The majority of incidents would appear to be as a result of poor decision making. This does not make it inherently dangerous as in many cases it would appear that driver behaviour is the cause. Surrey Police have stated that they would not support the removal of the pinch-points.

The parked cars further east on Godstone Road did not influence traffic speeds prior to the construction of the pinch-points, there is no reason to presume that they will have any effect now. The removal of the pinch points and the reinstatement of the original road layout would result in an increase in traffic speeds. The visibility at the junction of Bay Trees and Godstone Road would then be substandard, with an increased risk of collision at this point. If the pinch-point is removed, it will have to be replaced by another speed reducing feature.

The right of way for vehicles remains with traffic on Godstone Road. There is no requirement for Godstone Road traffic to give way to vehicles exiting from Bay Trees and therefore there should be no expectation that this will take place. Vehicles exiting from Bay Trees should only emerge onto Godstone Road when it is safe to do so. This is the basic premise at all priority junctions.

Surrey County Council holds a £25,000 bond against Asprey Homes should the monitoring period dictate that changes are needed to be made to the pinch-points. This was a requirement of the legal agreement under Section 278 of the Highways Act 1980 between Surrey County Council and Asprey Homes which permitted Asprey to undertake the highway works. Monitoring has been undertaken on the

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basis of congestion, traffic diversion, traffic speeds and recorded personal injury accidents.

Analysis of the scheme in terms of the agreed criteria does not indicate any significant impact. In respect of the congestion criteria, journey times along Godstone Road have increased by a maximum of 23 seconds but this is due in part to the reduced traffic speeds, not solely the pinch-points. The outcome of the monitoring is being discussed later at this meeting but it is the view of Officers that, on the basis of the agreed criteria, it would be unreasonable and contrary to the terms of the Section 278 Agreement to retain the bond. If the Local Committee determines that the eastern pinch-point should be removed and replaced with another speed reduction feature, it should not be done using Asprey Homes' bond.

Contact Officer: Caroline Smith, Transport Development Planning Team Manager East, 020 8541 9975

3. Parking restrictions on Tupwood Lane, Harestone Hill and Grange Road, Caterham Valley

"Since the Council signed off double yellow lines down most of Tupwood Lane and parking restrictions down Harestone Hill, Grange Road which connects these two roads now has cars parked on it all day. It is a very steep and narrow road with no restrictions and has very inconsiderate commuters parking here all day - sometimes blocking/partially blocking our driveways and more often than not well over the dropped kerb.

We residents (on the uneven numbered side) have to exit our driveways completely blind due to the steepness of the road and parked cars. There is an accident waiting to happen as Grange Road is used as a rat-run for local schools and the town centre so traffic speeds down it.

What are the plans to address this dangerous situation?"

Response:

Inconsiderate parking can be very frustrating for residents and highway users alike. The councils parking enforcement team can take action if a vehicle parks to obstruct (or partially obstruct) a driveway or dropped kerb access onto the highway. If the enforcement team are notified by the resident, a Penalty Charge Notice can be issued to the obstructing vehicle. The parking enforcement team can be contacted by calling 01737 276000.

There are currently no specific plans to introduce parking controls on Grange Road.

We inspected the road as part of our 2014 parking review and did not witness parking that we considered to be obstructive or dangerous, and therefore did not recommend introducing parking controls to the local committee. In many roads parking provides an amenity for local residents and businesses and this needs to be balanced against the perceived nuisance it can cause.

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We will inspect the road again under our next parking review, for which site visits are due to take place in January 2015. The resulting report of recommendations is due to be presented to the local committee for initial approval on 6 March 2015.

If the local committee approve new proposals we will need to carry out a statutory consultation and seek potential comments and objections before any new restrictions can be implemented on the ground.

Contact Officer: David Curl, Parking Strategy and Implementation Team Manager, 03456 009 009

4. Rook Lane Crossing, Caterham Hill

"Chaldon Village Council continues to be concerned at the risks to pedestrians, including school children, the elderly and people with disabilities, when crossing Rook Lane, particularly at the junction with Chaldon Common Road.

The excess speed of traffic in this area is a well-known hazard.

A potential solution is a pedestrian crossing near the junction of Rook Lane/Chaldon Common Road. Chaldon Village Council is aware that Section 106 funds may be available for the design of such a scheme from the Oak Grove development.

This is an issue that has previously been raised with Surrey County Council and we would be most grateful for an update on the measures taken to date, any future planned action to deal with the known risks and whether the Local Committee would consider such a scheme from the Oak Grove development funds?"

Response:

To follow

Contact Officer: John Lawlor, Highways Area Team Manager, 03456 009 009

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 12 DECEMBER 2014



LEAD OFFICER: CAROLINE SMITH
TRANSPORT DEVELOPMENT PLANNING TEAM MANAGER
EAST

SUBJECT: REVIEW OF THE OPERATION OF THE DEVELOPER FUNDED
SPEED MANAGEMENT MEASURES IN GODSTONE ROAD,
LINGFIELD

DIVISION: LINGFIELD

SUMMARY OF ISSUE:

The Local Committee Tandridge, at the meeting on 9 December 2011 determined that a development related speed management scheme should be introduced in Godstone Road, Lingfield for a period of one year in the first instance in order to monitor the impact and to make amendments if necessary.

The Local Committee determined that the monitoring would be on the basis of congestion, traffic diversion, traffic speeds and recorded personal injury accidents.

This was legally recognised in the Section 278 Agreement between the County Council and the developer. This was completed on 18 September 2012 and the highway works in their entirety were completed on 5 September 2013, although the kerb-build outs were completed in December 2012.

This report summarises the outcome of the monitoring and considers the impact of the scheme.

RECOMMENDATIONS:

The Local Committee (Tandridge) is asked to agree that:

- (i) The monitoring of the speed management scheme in Godstone Road, Lingfield has demonstrated that in terms of congestion, traffic diversion, traffic speeds and recorded personal injury accidents, there is no justification for the removal of the scheme.
- (ii) Should the Committee determine that the scheme should be removed and/or substantially amended, it would not be reasonable to undertake this at the expense of the applicant.

REASONS FOR RECOMMENDATIONS:

The outcome of the monitoring shows that traffic speeds on Godstone Road have reduced, albeit with an increase in journey times, and the monitoring indicates that there is no justification on the basis of the agreed criteria to require the developer to

amend or remove the build-outs.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Planning permission was granted on appeal in January 2011 for 18 affordable dwellings at land at The Bays (now known as Bay Trees), Godstone Road, Lingfield. A speed management scheme comprising of the relocation of the 30 mph speed limit to a point around 225m north west of the existing position and the provision of 2 kerb-build outs was a requirement of the planning permission granted.
- 1.2 The proposals were highly controversial in the Lingfield area and the Local Committee agreed at the meeting on 9 December 2011 when the Traffic Regulation Order for the change in the speed limit was discussed that the speed management scheme should be monitored for a year. The monitoring was to be on the basis of congestion, traffic diversion, traffic speeds and recorded personal injury accidents.
- 1.3 The County Council entered into a Section 278 Agreement under the Highways Act 1980 on 18 September 2012 to enable the developer to undertake the works on the highway and these were commenced within weeks of the Agreement being signed. The kerb build outs and the moving of the speed limit were completed in December 2012. A Stage 3 Road Safety Audit was conducted in February 2013 and amendments to the scheme to address the issues raised were undertaken by the developer at their expense in spring 2013. The access works were completed in September 2013 and the formal monitoring period began on this date.
The monitoring period ended on 5 September 2014 and, under the terms of the Section 278 Agreement, the County Council has 6 months to consider the outcome of the monitoring and to request amendments, should they be considered necessary.
- 1.4 Permanent traffic counters were laid in the carriageways of Godstone Road, to measure traffic volume and speed, and Station Road and Saxby's Lane, to measure traffic volume in April 2012. There have been problems with all of the counters from time to time and the results are not continuous but there is enough data for Godstone Road and Saxby's Lane to inform the Local Committee's decision. Unfortunately there is little data for Station Road. This counter has been persistently problematic.
- 1.5 A petition is due to be submitted to the Local Committee in respect of the build-outs stating 'Thousands of drivers wait daily in gridlocked traffic behind Lingfield's Pinch-Points in their cars, lorries, buses, horse boxes and coaches – engines ticking over and patience wearing thin causing bad driving like speeding through hand on horn to clear a path and near-misses causing braking, skidding and loud swearing. Empty pinch-points make drivers speed to get through before oncoming traffic. Priority is bewildering, unclear and too close to bends e.g. why slow down to get out of a village? Flood-water has been diverted and crosses the road. Surrey County Council did not let these well-known facts stop their plans, they can put pinch-points anywhere to enable new-builds. Their 'blind-eyes' attitude is costing us several thousands of pounds in repairs every time they re-build the pinch points, an enormous and endless expense to us as taxpayers. The pinch-points don't calm the traffic,

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were against police advice, are doing more harm than good and have caused the only accidents that have happened here. Changes are expected in September: demolish the pinch-points.'

- 1.6 The Parish Council has submitted a public question to this committee stating 'Lingfield parish council was invited by SCC Highways to join in the monitoring of Godstone Road pinch-points. Motorists, having negotiated the Eastern 'pinch-point' (nearest the village), are disinclined to give way to traffic leaving Bay Trees. Parked cars further East along the Godstone Road ensure traffic speeds are not excessive whilst the Westerly pinch point would continue to reduce speeds into Lingfield. The parish council is of the view that the Eastern pinch-point is dangerous and does not allow traffic from Bay Trees to exit in safety. Please would the Local Committee confirm that the £30,000 bond held by Surrey County Council against Asprey Homes Ltd, will be retained until the Easterly 'pinch-point' is removed and the original road at this point is reinstated?'

2. ANALYSIS:

- 2.1 **Congestion** – Congestion was monitored by the Parish Council. A methodology was agreed but the Parish Council decided not to continue with further monitoring of the scheme in March 2014 as they believed the evidence they were collecting did not explain the main issue that concerns them with the pinch points. They consider that the issue is vehicles speeding up to beat other traffic through and to avoid having to wait.
Congestion was only observed at peak times. The longest queue observed was 15 vehicles, but with no indication of how long the wait was. The results of the Parish Council's congestion monitoring are attached at Annexe 1.
- 2.2 The County Council's Transport Studies Team considers that queue surveys are subjective as people's perception of what constitutes a queue tends to vary. They use journey time data derived from sat nav information supplied by the Department for Transport as that is more reliable. Sat nav data is currently only available to the end of August 2013, the data to the end of August 2014 not being available until December at the earliest. If it becomes available in advance of the meeting, it will be circulated in an addendum to this report. The sat nav journey time summary is attached at Annexe 2.
- 2.3 The data covers 12 month periods, with the exception of 2013 which covers the period 1st January to 31st August. It covers the stretch from Lingfield Common Road to Mount Pleasant Road. Journey times on Godstone Road were relatively stable from 2009 to 2011 with the available data showing that there has been an increase in journey time in 2012 and 2013. As the works to facilitate the development did not commence until September 2012, it is likely that there were other factors during that year that also affected journey times. Average journey times in 2013 increased by 23 seconds northbound and 20 seconds southbound in the morning peak, 16 seconds northbound and 18 seconds southbound during the interpeak and 19 seconds northbound and 23 seconds southbound above the lowest average journey times during the period 2009 to 2011.
- 2.4 Unfortunately, given that there were extensive roadworks in the area during 2012 and 2013, including those associated with the development (although not exclusively), it is impossible to say with any certainty what the impact of the

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works alone has been on journey time. Additionally, the reduction in the speed limit itself will have increased journey times.

- 2.5 It is fair to say however that the introduction of the measures has introduced queuing at the pinch points where none existed previously. As common sense would dictate, the queues are the longest during the peaks. Given that even when there were road works causing additional delays in the area, the impact on journey time did not exceed an additional 23 seconds, it is not considered that the measures themselves have caused significant congestion in the area.
- 2.6 **Traffic Diversion** – There was concern expressed by the Parish Council and local residents that the introduction of traffic calming on Godstone Road would result in significant traffic diversion from this route to Lingfield Common Road/Station Road and/or Saxby's Lane. Of particular concern was the impact on Station Road and Saxby's Lane and, as a result, traffic counters were placed in these roads to monitor this. Unfortunately there have been significant problems with the Station Road counter and there is very little data upon which to come to a view. A summary of the traffic count data is attached at Annexe 3.
- 2.7 Traffic in Saxby's Lane has fluctuated during the monitoring period, with some months significantly higher than others. It was lower in August 2013 than in August 2012 and higher than both in July 2014 for example. Traffic levels on Godstone Road have also fluctuated during the monitoring period.
- 2.8 The fluctuations on Saxby's Lane largely mirror those on Godstone Road - when traffic levels decrease or increase on one, the same happens on the other. There are exceptions. In February 2013, April 2013 and October 2014, traffic increased on Godstone Road and decreased on Saxby's Lane and in March 2013, the reverse occurred. It may also have occurred in October 2013, but as the Godstone Road figures are derived from the south east flow only for this month, there is less certainty. There would appear to be no discernible trend and no evidence that significant levels of traffic have permanently diverted from Godstone Road to alternative routes.
- 2.9 **Traffic Speeds** – Prior to the introduction of the scheme, the 85%ile traffic speed on Godstone Road adjacent to the site access was around 41 mph with a mean speed of 35/36 mph. The most recent data we have, from October 2014, shows that the 85%ile speed has reduced to 35 mph and the mean speed to 30 mph N.W bound and the 85%ile speed to 34 mph and the mean speed to 27/28 S.E bound. This demonstrates that traffic speeds have reduced as a result of the speed management measures, even taking account of anecdotal evidence from the Parish Council that vehicles speed up to pass through the build-outs. The mean speeds are now at or below the 30mph speed limit. As previously stated, the reduction in traffic speeds will also have contributed to the increase in journey times recorded along this route. A summary of the speed data for Godstone Road is appended to this report at Annexe 4.
- 2.10 **Recorded Personal Injury Accidents** –The County Council have records of personal injury accidents to the end of August 2014. According to these records, there have been no recorded personal injury accidents related to the build-outs. The accident history is appended to this report at Annexe 5. County Officers are aware of two damage only accidents, one at each of the build outs. The first in December 2013 at the pinch point furthest from the village resulted in a claim against the County Council which was rejected by Croydon

Magistrates Court; the second in June 2014 demolished the signs on the build out closest to the village. It appeared to officers that a vehicle had driven onto the build out and then over the signs. The driver did not report the incident to the County Council.

- 2.11 Additionally, the Parish Council has informed the County Council that a Lingfield resident slipped on ice on the resurfaced pavement and injured themselves in the process. The Parish Council has kept a log of incidents since the completion of the scheme and this is appended to this report at Annexe 6.

3. OPTIONS:

- 3.1 The Committee needs to decide, on the basis of the criteria previously agreed and legally binding within the Section 278 Agreement, whether any amendment to the scheme is necessary and, if so, what amendments should be required.

4. CONSULTATIONS:

- 4.1 A meeting was held with the Parish Council on January 2013 to discuss the monitoring of the scheme. Information has been forwarded to them as it has become available. There has been significant communication between the County Council and the Parish Council. The Parish Council has brought a number of matters to the County Council and these have been investigated and dealt with as appropriate. Submissions from the Parish Council are appended to this report.
- 4.2 Surrey Police were asked for their view on the operation of the scheme, especially in view of the fact that they raised concerns about the proximity of the western build-out to the bend. They have stated that they cannot support the removal of the installations as it would return the average speeds to an unacceptable level with the potential for an increase in collisions and injuries.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The developer has made provision for £25,000, included within the S278 Agreement, for amendments to the scheme should they be necessary, pending the outcome of the monitoring and the decision of this Committee.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 None.

7. LOCALISM:

- 7.1 The speed reduction scheme was introduced to facilitate the development of 18 affordable dwellings to meet an identified need in Lingfield itself.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The speed management scheme has reduced traffic speeds but led to a slight increase in journey times. There is no evidence that this has led to traffic diverting to other routes. There have been no personal injury accidents reported to the Police associated with the scheme. In the circumstances, it would not be reasonable to require the developer to significantly amend the scheme, although some minor amendments to address some of the concerns raised in the petition may be appropriate.
- 9.2 In respect of the matters raised in the petition, the available information on increases in journey times does not support the suggestion that ‘thousands’ of vehicles are gridlocked on a daily basis. The signs at the build-outs are clear and comply with both the Highway Code and the Traffic Signs Manual. There is no ambiguity over priority – poor decision making cannot be blamed on the build-outs. The evidence is that traffic speeds have been reduced overall. Police concerns were raised specifically about the western build-out and additional signing to address this was required as part of the Stage 3 Safety Audit. The initial concerns raised by the Police have not materialised.
- 9.3 In respect of the Parish Council’s comments, there seems to be some misunderstanding of the purpose for the eastern pinch-point. The purpose of the pinch-point was two-fold; firstly to reduce the speed of traffic approaching the junction and, secondly, to ensure that traffic exiting Bay Trees has adequate visibility. Traffic on Godstone Road has the right of way. Traffic exiting Bay Trees should not proceed until it is safe to do so, there is no obligation on Godstone Road traffic to give way.
- 9.4 Whilst no substantive works are required, some minor amendments may be in order to improve the current arrangement. For example, in order to address the potential for traffic entering the village queuing through the pinch-point and preventing traffic from exiting, a ‘keep clear’ box could be painted on the carriageway.

10. WHAT HAPPENS NEXT:

- 10.1 The developer will be asked to address any construction shortcomings with the scheme (broken kerbing, uneven road surface, problems with highway drainage etc) that have become apparent since the scheme was constructed. If

any wider amendments are necessary, these will need to be requested at the same time.

Contact Officer:

Caroline Smith 020 8541 9975

Consulted:

Lingfield Parish Council

Surrey Police

Surrey Highways

County Councillor Michael Sydney

Annexes:

- Annexe 1 - Lingfield Parish Council congestion monitoring
- Annexe 2 - Sat nav journey time summary
- Annexe 3 - Traffic count data summary
- Annexe 4 – Traffic Speeds on Godstone Road
- Annexe 5 – Recorded personal injury accident record
- Annexe 6 - Lingfield Parish Council list of incidents (redacted)

Sources/background papers:

- Tandridge Local Committee Report and minutes of 9 December 2011
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Annexe 1

Lingfield Parish Council - Monitoring of Godstone Road Traffic Calming Scheme

We have decided not to continue with further monitoring of the traffic calming scheme because we believe that the evidence we are collecting does not explain the real problem with the pinch points.

I have attached the information collected so far and, as expected, congestion is only a problem at peak times. However, what the data does not show is the behaviour of drivers and the near misses which are occurring. It appears that drivers are speeding up to avoid waiting at the second pinch point. Members are still of the opinion that it is only a matter of time before a serious accident occurs. Safety and speed are the real issues.

Where it states 'results void' the person carrying out the monitoring did not follow instructions – they counted how many vehicles came through the pinch points, rather than how many had to stop and wait

Date	Day	Lingfield Park	Schools	Time Slot	Maximum queue in	Maximum queue out	
21st January 2014	Tuesday	Non race day	Term time	8am-9am	10	5	
				9am-10am	4	5	
				10am-11am	5	3	
				11am-12Noon	2	7	
				12 Noon- 1pm	1	3	
				1pm-2pm	4	8	
				2pm-3pm	5	6	
				3pm-4pm	4	3	
				4pm-5pm	Results void		
				5pm-6pm	14	8	
4th February 2014	Tuesday	Race day	Term time	8am-9am	8	15	
				9am-10am	1	6	
				10am-11am	4	8	

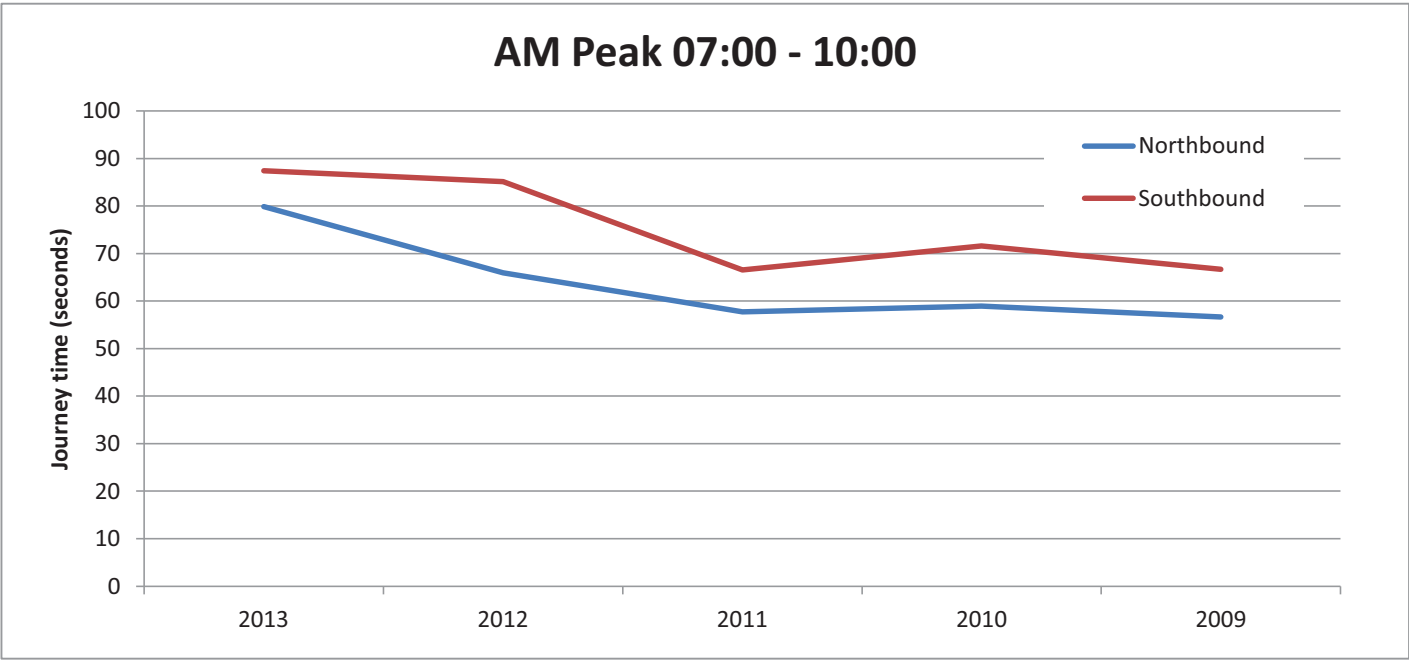
				11am-12Noon	2	1	
				12 Noon- 1pm	2	0	
				1pm-2pm	No volunteer avail.		
				2pm-3pm	Results void		
				3pm-4pm	9	12	
				4pm-5pm	Results void		
				5pm-6pm	Results void		
6th March 2014	Thursday	Non race day	Term Time	8am-9am			
				9am-10am			
				10am-11am			
				11am-12Noon			
				12 Noon- 1pm			
				1pm-2pm			
				2pm-3pm			
				3pm-4pm			
				4pm-5pm			
				5pm-6pm			
3rd April 2014	Thursday	Race Day	Term time	8am-9am			
				9am-10am			
				10am-11am			
				11am-12Noon			
				12 Noon- 1pm			
				1pm-2pm			

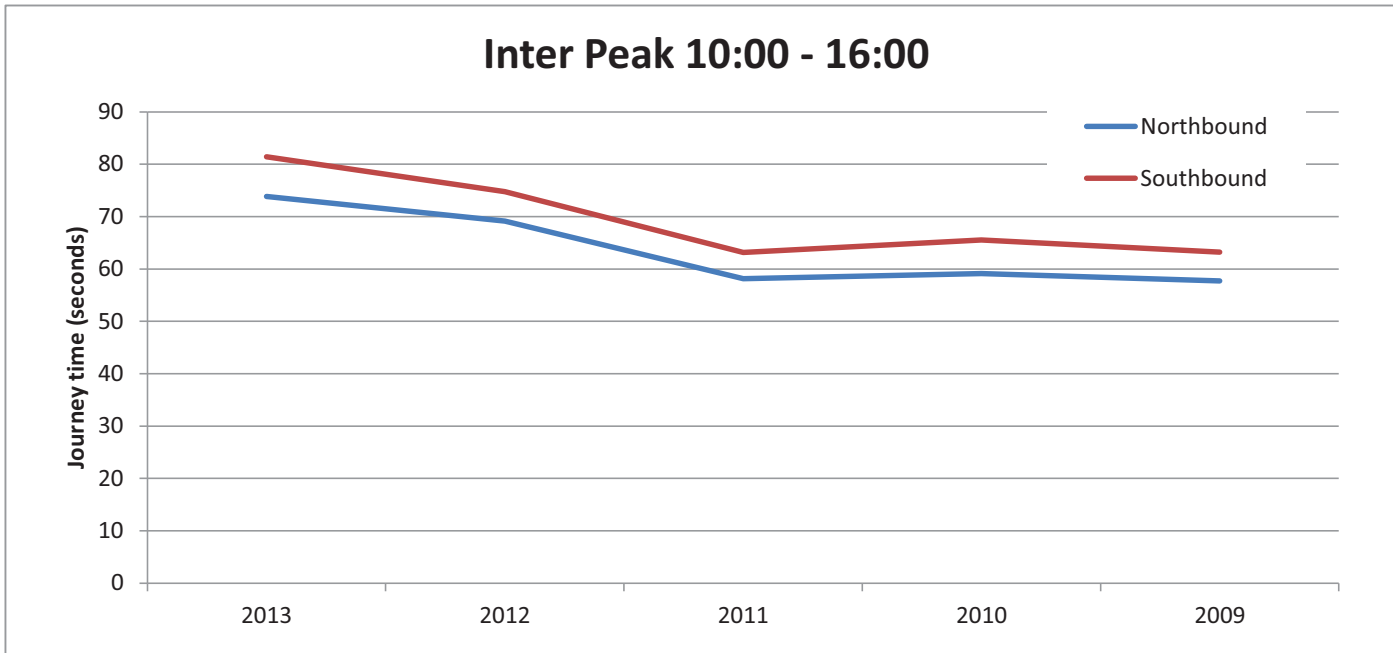
				2pm-3pm			
				3pm-4pm			
				4pm-5pm			
				5pm-6pm			

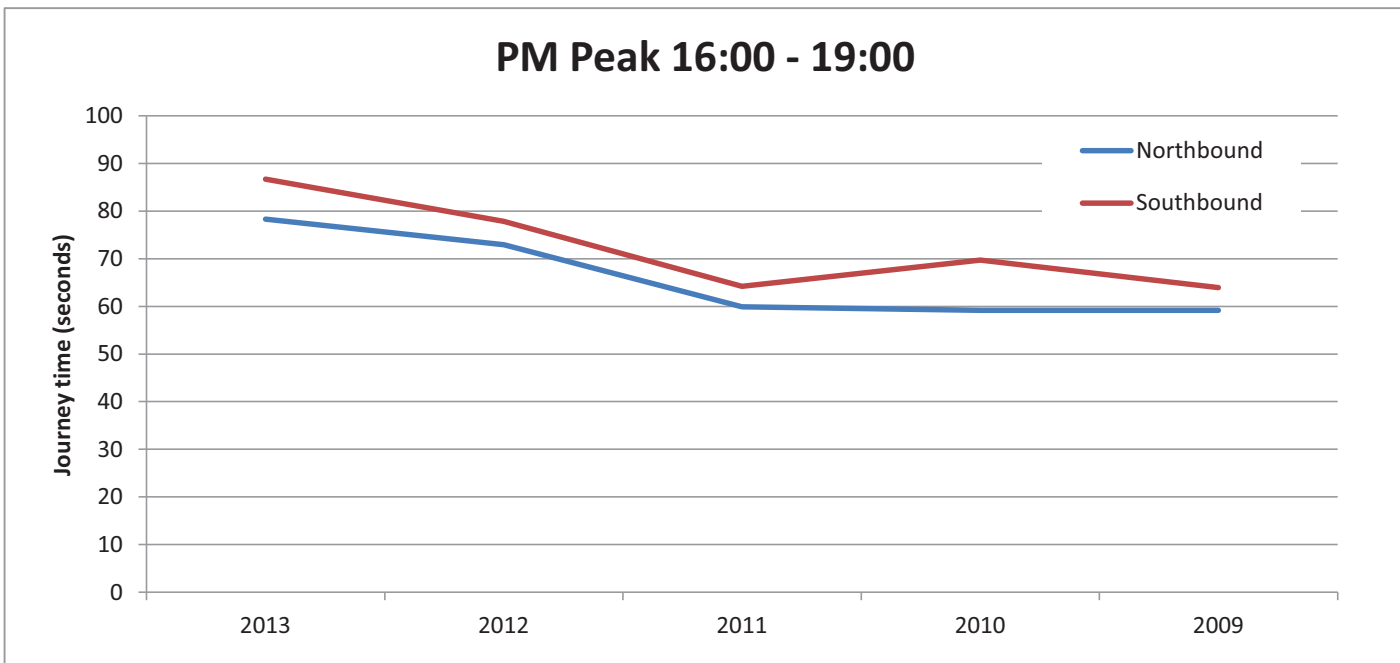
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Annexe 2 - Journey Time Summary

	AM Peak		Inter Peak		PM Peak	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
2013	80	87	74	81	78	87
2012	66	85	69	75	73	78
2011	58	67	58	63	60	64
2010	59	72	59	66	59	70
2009	57	67	58	63	59	64







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Annexe 3 – Traffic Count Data Summary

Year	Combined (both directions) Weekday Average Daily Traffic		
	Station Road	Godstone Road	Saxby's Lane
April 2012	2,007	9,790	1,935
May 2012			
June 2012	2,701	9,934	
July 2012	2,683	9,901	
August 2012	2,334	9,811	2,025
September 2012		10,059	2,331
October 2012	2,679	10,018	2,325
November 2012	2,826	10,243	2,435
December 2012	2,330	8,044	2,164
January 2013	2,195	8,354	2,086
February 2013	2,183	9,190	2,267
March 2013		9,150	2,278
April 2013		9,419	2,158
May 2013		9,906	2,262
June 2013			2,555
July 2013		9,910	2,385
August 2013		9,182	2,004
September 2013		9,814	2,344
October 2013		9,680	2,448
November 2013		10,157	2,509
December 2013		8,419	2,227
January 2014		8,455	2,296
February 2014		9,030	2,349
March 2014		9,568	2,536
April 2014		9,056	2,324
May 2014		9,387	2,333
June 2014		10,018	2,501
July 2014		9,797	2,398
August 2014	1,549	9,193	2,044
September 2014		9,923	2,413
October 2014		10,023	2,369

Station Road – There were many problems with the data collection at this site. In August 2012 there was a battery failure and the data was corrupted followed by a battery failure and the theft of the batteries and the inverter for the solar panel. In 2013 the counter was not set up correctly and the counter was faulty. In 2014, the counter became disconnected from the battery and solar panel (the suspicion is that the cabinet was knocked) and the information could not be retrieved.

Godstone Road – There was no data in May 2012 as the counter had been vandalised. In June 2013, the measuring loop was damaged by roadworks. The NW data was missing from May 2013 to October 2013, in this case the South East flow was multiplied by 2 to give an approximate flow.

Saxby's Lane – There was no data from June and July 2013 as there was a battery failure and the data was corrupted.

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Annexe 4 – Average Speeds (24 hour) on Godstone Road

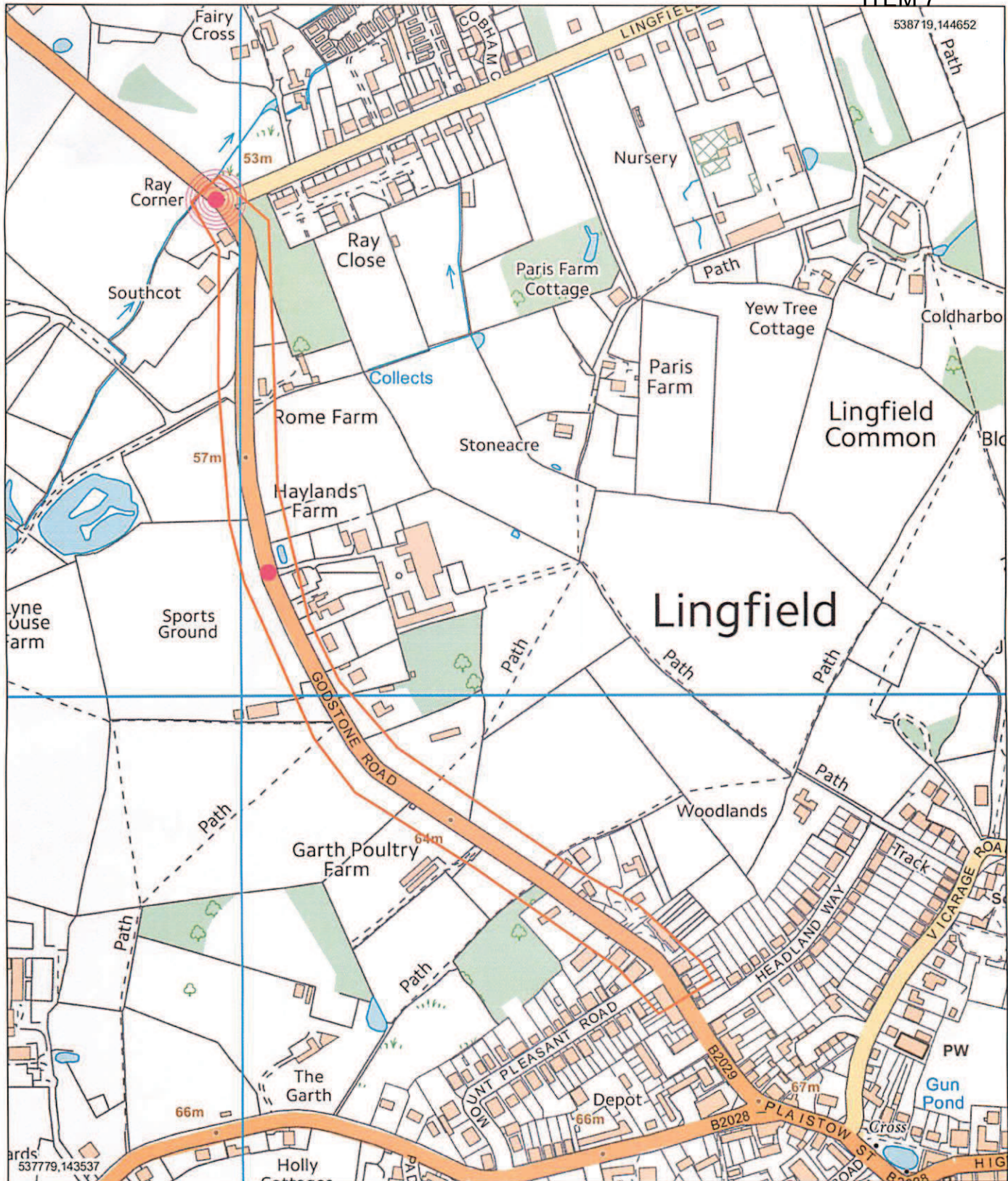
	NW Traffic		SE Traffic	
	85%ile	Mean	85%ile	Mean
June 2012	41	36.33	41	35.04
July 2012	41	36.10	41	34.89
August 2012	41	35.83	40	34.78
September 2012	40	34.63	41	35.85
October 2012	40	35.56	40	33.94
November 2012	31	26.36	25	18.30
December 2012	34	29.05	32	24.01
January 2013	35	30.16	34	28.04
February 2013	35	30.47	34	28.16
March 2013	35	29.94	34	27.74
April 2013	36	30.47	35	28.79
May 2013	35	30.16	34	28.41
June 2013				
July 2013			34	28.24
August 2013			34	28.82
September 2013			34	28.1
October 2013			33	26.5
November 2013	35	29.76	33	27.12
December 2013	35	29.57	33	27.28
January 2014	35	29.37	33	27.38
February 2014	35	30.02	34	28.16
March 2014	35	30.61	34	28.35
April 2014	36	30.78	35	28.94
May 2014	35	30.30	34	28.39
June 2014	35	30.08	34	28.24
July 2014	35	30.24	34	28.36
August 2014	35	30.18	35	28.78
September 2014	35	30.33	34	28.48
October 2014	35	30.09	34	27.73

Roadworks with temporary traffic lights associated with the site from October to December 2012.





Build-outs completed December 2012.

Measuring loop damaged by roadworks from 21.5.2013 – no data from 21.5.13 to 12.7.2014 in both directions, no NW data until November 2013.

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Accidents 2011 to June 2014

	Date: 08/09/2014	 2003 Query Site WHERE QSiteRef='djb/tdp/godri'	© Crown copyright. All rights reserved. Surrey County Council. Licence No. 076872. 2001.	 SURREY COUNTY COUNCIL <i>Environment</i>
	Printed by:	 ACCIDENT WHERE date(accdate)>=date('01/01/2011')		
	Drawing No.:			
Scale 1:5000				

ACCIDENT

Report for period : 01/01/2011 to 30/06/2014

Menu Selection: Accidents in Query Site-2003
Criteria: All Accidents

Site Location: Godstone Road, Lingfield between Lingfield Common Road and Site Ref: DJB/TDP/GODRL

Accident Ref No.	Date Day/Time	Road No.	Location	Description of Accident
TA66985/12	01/01/2012 Sunday 2030	B2029 Jct C87	B2029 RAY LANE JCT LINGFIELD COMMON ROAD LINGFIELD	V1 LOST CONTROL OF VEHICLE ON BEND HITTING POWER LINES & BUSH.

Grid Ref: 537982 144467

Jct Type: 'T' or Staggered Jct
Jct Control: Give Way or Uncontrolled
Speed Limit: 40 mph

Site Conditions

Light: DARK-Street Lighting -UNLIT
R.S.C.: Wet/Damp
Weather: Raining (no high wind)
C/way Haz: ~None
Spec Cond: ~None

Contributory Factors :

V001 605 Inexperienced or learner driver/rider
V001 999 Other

VEHICLES:

CASUALTIES:

Type	Manoeuvres	Dir	Impact	Skid	Dr Age	Class	Pdir	Sev	Sex	Age
Car	Going ahead left hand bend	SE-NW	N/side	Y	18	Pas		Slight	F	19
						Pas		Slight	F	16
						Pas		Serious	M	22

Accident Ref No.	Date Day/Time	Road No.	Location	Description of Accident
TA08711/13	24/08/2013 Saturday 2205	B2029 Jct C87	B2029 RAY LANE AT JUNCTION WITH LINGFIELD COMMON ROAD LINGFIELD	V1 HAS RUN WIDE ON LEFT HAND BEND AND COLLIDED WITH ONCOMING V2.

Grid Ref: 537984 144467

Jct Type: 'T' or Staggered Jct
Jct Control: Give Way or Uncontrolled
Speed Limit: 40 mph

Site Conditions

Light: DARK-No street lights
R.S.C.: Wet/Damp
Weather: Raining (no high wind)
C/way Haz: ~None
Spec Cond: ~None

Contributory Factors :

V001 410 Loss of control
V001 403 Poor turn or manoeuvre
V001 602 Careless/Reckless/In a hurry
V001 605 Inexperienced or learner driver/rider
V001 103 Slippery road (due to weather)

VEHICLES:

CASUALTIES:

Type	Manoeuvres	Dir	Impact	Skid	Dr Age	Class	Pdir	Sev	Sex	Age
Car	Going ahead left hand bend	S-NW	Front	Y	18	Drv		Serious	F	18
Car	Going ahead right hand bend	NW-S	Front	N	52	Drv		Slight	M	52
						Pas		Slight	F	46

ACCIDENT selected where: TRUE

Report Date
08/09/2014 ..

ACCIDENT

Report for period : 01/01/2011 to 30/06/2014

Menu Selection: Accidents in Query Site-2003
Criteria: All Accidents

Site Location: Godstone Road, Lingfield between Lingfield Common Road and Site Ref: DJB/TDP/GODRL

Accident Ref No.	Date Day/Time	Road No.	Location	Description of Accident
TA10360/13	01/11/2013 Friday 0800	B2029 Jct C87	B2029 RAY LANE AT JUNCTION WITH LINGFIELD COMMON ROAD LINGFIELD	V1 FAILED TO SLOW FOR L HAND BEND AND BRAKED SUDDENLY SKIDDING ONTO WRONG SIDE OF ROAD HITTING V2

Grid Ref: 537984 144467

Jct Type: 'T' or Staggered Jct
Jct Control: Give Way or Uncontrolled
Speed Limit: 40 mph

Site Conditions
Light: LIGHT-Street lights present
R.S.C.: Dry
Weather: ~Unknown
C/way Haz: ~None
Spec Cond: ~None

Contributory Factors :

VEHICLES:

CASUALTIES:

Type	Manoeuvres	Dir	Impact	Skid	Dr Age	Class	Pdir	Sev	Sex	Age
Car	Going ahead left hand bend	SE-NW	Front	Y	23	Drv		Slight	F	23
Car	Turning Left	NW-NE	Front	N	57	Drv		Slight	F	57

TA12257/14	17/01/2014 Friday 1137	B2029	B2029 GODSTONE ROAD OUTSIDE 'HAYLANDS FARM' LINGFIELD	V1 TURNS RIGHT INTO PRIVATE DRIVE FAILING TO SEE V2 WHICH COLLIDES WITH N/S/R OF V1.
------------	------------------------------	-------	---	--

Grid Ref: 538026 144115

Jct Type: Private Dr/Entrance
Jct Control: Give Way or Uncontrolled
Speed Limit: 40 mph

Site Conditions
Light: LIGHT-Street lights present
R.S.C.: Wet/Damp
Weather: Other weather
C/way Haz: ~None
Spec Cond: ~None

Contributory Factors :

VEHICLES:

CASUALTIES:

Type	Manoeuvres	Dir	Impact	Skid	Dr Age	Class	Pdir	Sev	Sex	Age
LGV	Turning Right	S-E	N/side	N	29					
M/C125-500	Going ahead other	N-S	Front	N	46	Drv		Serious	M	46

ACCIDENT selected where: TRUE

Report Date
08/09/2014 ..

ACCIDENT

Report for period : 01/01/2011 to 30/06/2014

Menu Selection: Accidents in Query Site-2003
Criteria: All Accidents

Site Location: Godstone Road, Lingfield between Lingfield Common Road and Site Ref: DJB/TDP/GODRL

Accident Ref No.	Date Day/Time	Road No.	Location	Description of Accident
TA15236/14	16/05/2014 Friday 0340	C87 Jct B2029	OUTSIDE 'BRAMBLE COTTAGE' LINGFIELD COMMON ROAD AT JUNCTION WITH GODSTONE	V1 HAS CROSSED CARRIAGE AND ENTERED GARDEN OF BRAMBLE COTTAGE AND STRUCK A TREE

Grid Ref: 537984 144467

Jct Type: 'T' or Staggered Jct
Jct Control: Give Way or Uncontrolled
Speed Limit: 40 mph

Site Conditions
Light: DARK-Street Lighting -LIT
R.S.C.: Dry
Weather: Fine (no high wind)
C/way Haz: ~None
Spec Cond: ~None

Contributory Factors :
V001 306 Exceeding speed limit
V001 501 Impaired by alcohol
V001 510 Distraction outside vehicle
V001 602 Careless/Reckless/In a hurry

VEHICLES:

CASUALTIES:

Type	Manoeuvres	Dir	Impact	Skid	Dr Age	Class	Pdir	Sev	Sex	Age
Car	Going ahead other	E-W	Front	N	24	Drv		Fatal	F	24

Total No. of accidents for period: 01/01/2011 to 30/06/2014 = 5

***** END OF REPORT *****

ACCIDENT selected where: TRUE

Report Date
08/09/2014 ..

ACCIDENT

Report for period : 01/07/2014 to 31/08/2014

Menu Selection: Accidents in Query Site-2003
Criteria: All Accidents

Site Location: Godstone Road, Lingfield between Lingfield Common Road and Site Ref: DJB/TDP/GODRL

Accident Ref No.	Date Day/Time	Road No.	Location	Description of Accident						
TA16891/14	10/07/2014 Thursday 11:20	B2029 Jct C87	B2029 RAY LANE AT JUNCTION WITH LINGFIELD COMMON ROAD LINGFIELD	V1 HAS CROSS CENTRAL CHEVRONS AND STRUCK V2. V2 HAS BEEN PUSHED BACK HITTING THE REAR NEARSIDE OF V2 AGAINST THE KERB.						
Grid Ref: 537983 144465										
Jct Type: 'T' or Staggered Jct										
Jct Control: Give Way or Uncontrolled										
Speed Limit: 40 mph										
Site Conditions			Contributory Factors :							
Light: LIGHT-Street lights present			V001 103 Slippery road (due to weather)							
R.S.C.: Wet/Damp			V001 102 Deposit on Road (e.g. oil mud chippings)							
Weather: Raining (no high wind)			V001 306 Exceeding speed limit							
C/way Haz: ~None			V001 408 Sudden braking							
Spec Cond: ~None										
VEHICLES:										
CASUALTIES:										
Type	Manoeuvres	Dir	Impact	Skid	Drv Age	Class	Pdir	Severity	Sex	Age
Car	Going ahead other	SE-NW	Front	Y	23	Drv		Slight	F	23
Car	Going ahead other	NW-SE	Front	N	43	Drv		Slight	F	43

TA16810/14 16/07/2014 B2029 B2029 RAY LANE AT V1 HAS PULLED OUT OF JUNCTION INTO THE
Wednesday Jct JUNCTION WITH LINGFIELD PATH OF V2 ON MAJOR ROAD.
07:57 C87 COMMON ROAD LINGFIELD
Grid Ref: 537985 144467

Jct Type: 'T' or Staggered Jct
Jct Control: Give Way or Uncontrolled
Speed Limit: 40 mph

Site Conditions Contributory Factors : | || Light: LIGHT-Street lights present | V001 405 Failed to look properly | |
R.S.C.: Dry	V001 402 Junction Restart	
Weather: Fine (no high wind)	V002 306 Exceeding speed limit	
C/way Haz: ~None		
Spec Cond: ~None		

VEHICLES:					CASUALTIES:					
Type	Manoeuvres	Dir	Impact	Skid	Drv Age	Class	Pdir	Severity	Sex	Age
Car	Turning Right	E-NW	O/side	Y	51	Drv		Slight	F	51
Car	Going ahead other	NW-SE	Front	N	34	Drv		Slight	F	34

Total No. of accidents for period: 01/07/2014 to 31/08/2014 = 2

***** END OF REPORT *****

ACCIDENT selected where: TRUE

Report Date
19/11/2014 ..

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Annexe 6 – Lingfield Parish Council Traffic Calming Incidents (Redacted)

Date reported	Information received
	reported that people entering the village are ignoring the priority signs
12/03/2013	<p>March 12/13 2013</p> <p>Using the snow to show how lorries and other vehicles with large tyres have had to mount the new kerb build-out (pavement) and drive along it in order to pass, but in doing so will be heading straight into the middle of cars waiting to come out of the new access road which is almost opposite my cottage</p>
24/03/2013	<p>Pinch points</p> <p>1. As I was approaching Lingfield a Metro bus and several cars were waiting for myself and other cars to proceed past the pinch point. A car behind the bus was not prepared to wait and overtook the bus and approached myself and cars behind me forcing us to stop to allow it to pass.</p> <p>2. I was approaching the pinch point on leaving Lingfield and was just about to pull out to proceed through the pinch point but on checking my rear mirror saw that a car was trying to overtake me. Fortunately it stopped but as soon as I was through the pinch point it overtook me and roared away.</p> <p>I feel that these pinch points have not been given enough thought. Is it going to take a nasty accident to return the layout of the road to its former configuration?</p> <p>It used to be a pleasant and safe car journey into Lingfield but I cannot say this is the case now. I support you in fighting this issue.</p>
25/04/2013	<p>reported an incident which happened between the pinch points on Monday 22nd April at around 10am.</p> <p>A lorry took off his wing mirror. He is not sure whether he or the lorry driver was over the white line but it wouldn't have occurred without the pinch points.</p>
01/09/2013	reported an incident which occurred on the last Friday in August. lorry and two cars (near miss)
12/11/2013	I live in x Road, and work in x Road and every day have to drive through the new traffic calming scheme.

ITEM 7

	<p><u>Once again</u> this morning I have had to perform emergency braking (very scary in this weather) to avoid traffic coming into Lingfield, that just pulls out into my right of way when I am exiting the scheme. This morning it was a 4 x 4 and even had a trailer behind and how I a) avoided ploughing into it & b) avoided the people behind ploughing into me, is anyone's guess.</p> <p>Please, please can someone look at cameras/better signage or something as one of these days someone (selfishly hoping it's not me) is going to be seriously injured or worse.</p> <p>I have lived in Lingfield for many years without putting pen to paper, but I feel very shaken about this</p>
18/12/2013	reported a near miss at the pinch points. Emergency stop to avoid collision outside Lingfield Football Club.
02/01/2014	<p>Please can Surrey Highways address the problem of water pooling outside, since the road has been reworked. Water is being splashed against the "historic stone wall" and pavement with each traffic movement, long after rain has stopped... See below pictures</p> <p>Following a year after the introduction of the traffic calming measure, are you seeking comments from local residents?</p> <p>If so, please note:</p> <p>We are constantly disturbed by motorist hooting, as they become enraged by others not giving way, and I have witnessed numerous near and actual traffic collisions.</p> <p>At peak hours, and during Lingfield race meetings, there is stationary traffic all through Godstone Road due to the traffic being halted at the pinch points, and on the County Show days, traffic queues extended to New Chappell Road.</p> <p>I look forward to hearing from you, and if the Highways view increased traffic congestion and a scheme that brings vehicles into conflict as satisfactory?</p>
22/01/2014	Just to confirm, the motorcycle accident that occurred last Friday 17th according to our local police occurred within the pinch-points nearest the village. I have no further detail but since we are now monitoring the congestion, I thought I'd get the police accident

	<p>number and County officers may be in a better position to get the full picture from police.</p> <p>The accident number is PI4015629.</p>
24/01/2014	witnessed a motorcyclist being forced to break hard to avoid a head-on accident with a BMW that was determined to get through the pinch points coming into the village.
28/01/2014	<p>I have just received a complaint from a resident. On Monday 20th January he was walking into Lingfield and fell over on ice which had formed on the pavements along the pinch points. He said that water is collecting in the middle of the road because there is no camber. When vehicles have to move into that section of road to negotiate the pinch points, the water is being thrown onto the pavements where it then freezes.</p> <p>He also said he has witnessed numerous near-misses.</p>
11/07/2014	<p>I am emailing to report a near miss this morning.</p> <p>At around 8:10 am, a car tried to overtake another vehicle which had stopped at the traffic calming measure (I can only think that it thought the car had pulled over to park). They were both heading in the direction of The Red Barn and the incident happened at the bottom of my drive at Lingfield Road. This almost resulted in a head on collision with cars coming into the village, who had right of way according to the priority road signs.</p> <p>I was involved in a near collision myself on the evening of Thursday 6/3/14. I was in my car, between the two traffic calming measures and travelling in the direction of The Red Barn, when a car travelling at speed in the opposite direction attempted to overtake another car. This all took place WITHIN the 2 calming bollards. There were 2 people in my car who were witnesses to the VERY near miss, should you require further evidence.</p> <p>To be perfectly honest there are so many incidents that I could be emailing you on a daily basis (if I had the time). I would like to take this opportunity to report how much of a nuisance we find from the increased noise since the traffic calming scheme was introduced. Whereas previously there was a fairly constant stream of traffic the noise level is now much increased due to the screeching breaks followed by the rapid acceleration. However, much more of a problem are the tooting horns and bad language that we seem to witness on a very regular basis.</p>
June 2014	Pinch point signs demolished by a vehicle on the village side of the

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	traffic calming scheme.
Sept 2014	<p>Just to let you know that I nearly had a head on collision coming into Lingfield at the Pinch points yesterday at about 3.15pm. I was coming into Lingfield from Blindley Heath to collect x from school and met an Enterprise hire van coming straight at me! He failed to give way, I had a mini behind me and I slammed on the brakes and gave him what for with my horn.....I then sat there and made him move. It was right outside that Thatch Cottage.</p> <p>I have to say this is not the first time I had trouble here and I am sure I am in the majority camp!!!</p>
3/11/2014	<p>Verbal report</p> <p>Whilst travelling through the pinch points towards the village, someone waiting to leave the village did not give way, which meant I had to take action to avoid a collision.</p>
4/11/2014	<p>By letter</p> <p>On Tuesday 4th November 2014 our son had a near miss at the pinch point on the Godstone Road. He was coming to visit us, driving from Lingfield petrol station at about 4.45pm. He had priority at the 2nd pinch point but a car sped through from Blindley Heath, causing him to have to mount the kerb to avoid this car. As a result, his front passenger tyre was damaged, costing £160 to replace. We would like the committee to be aware of yet another near miss, as a result of this dangerous scheme.</p>

All names/addresses/phone numbers have been removed since receipt from the Parish Council.

SURREY COUNTY COUNCIL**LOCAL COMMITTEE****DATE: 12 DECEMBER 2014**

**LEAD OFFICER: DAVID CURL – SCC PARKING TEAM MANAGER
JACQUIE JOSEPH, PARKING MANAGER, TANDRIDGE
DISTRICT COUNCIL**

SUBJECT: ON STREET PARKING ENFORCEMENT UPDATE**DIVISION: ALL****SUMMARY OF ISSUE:**

The current parking enforcement agency agreements with Surrey district and borough councils provide local committee's with a greater scrutiny role of the parking enforcement operation and a share of any surplus income.

This report sets out the background for these arrangements and provides an overview of the enforcement operation in Tandridge for 2013/14.

RECOMMENDATIONS:

The Local Committee is asked to:

- i) Note the contents of the report.

REASONS FOR RECOMMENDATIONS:

Waiting and parking restrictions that are suitably/adequately enforced will help to:

- Improve road safety
- Increase access for emergency vehicles
- improve access to shops, facilities and businesses
- Increase access for refuse vehicles and service vehicles
- Ease traffic congestion
- Better regulate parking

The Local Committee can contribute towards these objectives in partnership with the District Enforcement Team.

1. INTRODUCTION AND BACKGROUND:

- 1.1 On the 23 October 2012, the Surrey Cabinet agreed the framework for new on street parking enforcement agency agreements with the majority of Surrey district and borough councils. This followed 2 years of discussion and

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negotiation about how enforcement could be carried out more efficiently and what should happen to any surplus income.

- 1.2 In terms of governance and scrutiny, the cabinet agreed that local committees would have an oversight role in terms of on street parking enforcement.
- 1.3 Local Committees already make decisions about new parking restrictions and this will continue. Parking reviews will involve a separate report.

2. ANALYSIS

- 2.1 The aim of parking enforcement is to achieve compliance, although in reality 100% compliance would be very difficult to achieve. Restrictions should be enforced fairly and in accordance with the operational guidance for Civil Parking Enforcement contained in the Traffic Management Act.
- 2.2 The enforcement authority and the county council also aim to achieve operational efficiency and value for money. We aim to provide fair and adequate enforcement service to generally achieve compliance but at no net cost to the county council.
- 2.3 **Staff deployed** in on street parking enforcement in Tandridge District Council as follows:
 - 2 full time CEO's deployed during core hours
 - Back office staff shared with RBBC
- 2.4 Core enforcement hours are – 07:30-17:00 Days
- 2.5 Parking Office normal opening hours are (Mon-Thurs) 09:00-17:00 Fri 09:00-16:45.
- 2.6 Response time for enquiries will be based on Reigate & Banstead Borough Council corporate guidelines of 10 working days.

Town centres

- 2.7 Parking enforcement is carried out in the town centres to achieve compliance with parking and waiting restrictions that will help maintain traffic flow and access to businesses and services. There are a higher proportion of restrictions in the town centres and these consequently require a larger proportion of enforcement resource in the Borough.
- 2.8 There are generally 2 CEO's deployed in the main towns during normal working hours. For operational efficiency the CEO's also enforce car parks in the town centres as well. The main town are identified are Caterham and Oxted.
- 2.9 Highlight - problems areas or specific locations that need high profile enforcement.

Villages or local shopping parades

- 2.10 Parking enforcement in outlying areas and villages is important; however the greater travelling time required means less frequent enforcement is possible.
- 2.11 Enforcement of village centres will be carried out at least 4 times per week at varying times/days to help achieve compliance.

Schools

- 2.12 We work with schools, highways and surrey police to target parking enforcement outside schools where it is needed. It is not possible to provide enforcement outside every school where restrictions exist, taking into account other enforcement commitments. The aims are to promote child safety and educate parents on safer parking. There is higher a demand being placed on this area of enforcement around schools at drop off and pick times.

Residential areas

- 2.13 Parking restrictions in residential areas will be patrolled as required or in response to reported problems.

Residents Parking Schemes

- 2.14 Resident permit parking schemes will be patrolled as required or in response to reported problems. The administration of these schemes is carried out from the parking office during normal office hours. The parking schemes operate in Hillbury Road in Whyleafe and more are planned in Warlingham and Oxted.

Suspensions and Waivers

- 2.15 Upon request, the parking office will arrange for parking bay suspensions and waivers in accordance with the scale of charges set out in the county councils parking strategy.
- 2.16 For this to operate effectively a notice period is needed it therefore requires a minimum period of 10 working days from request of application

Obstruction/Crossovers

- 2.17 CEO's can enforce obstruction of 'official' drop kerb crossovers and pedestrian crossing points. The authorisation of the landowner is required before action can be taken. The response times are within 24 hours, however this will not apply to Sundays and bank holidays.

Events affecting the highway

- 2.18 Where community events are arranged that will affect parking on the highway, the enforcement team will work with the organiser or highways to assist with traffic management arrangements.
- 2.19 Event organisers may be charged for this assistance if it requires out of hours working or distracts from the normal day to day enforcement activity in the borough. Clear requirements of the time required to assist in this is necessary to ensure adequate staff are available.

Lines and Signs

- 2.20 It is the responsibility of Surrey County Council to ensure that the lines and signs are enforceable. Reigate and Banstead Council will undertake unforeseen emergency work on behalf of Surrey County Council if necessary.

3. OPTIONS:

- 3.1 Not applicable.

4. CONSULTATIONS:

- 4.1 District and Borough Councils have been consulted widely in the development of new parking enforcement arrangements.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The purpose of enforcing waiting restrictions is to help achieve compliance. Parking enforcement is not intended to raise income; however it is reasonable to aim to carry out enforcement without operating at a deficit.
- 5.2 The income and costs associated with the operation of Civil Parking Enforcement in Tandridge for 2013/14 are shown in Annex 1. Overall there was a deficit of £4,767. Under the current agency agreement with Reigate and Banstead this deficit will not be underwritten by the county council.
- 5.3 If a surplus is generated on the borough or district parking account it has been agreed that it will be split:
- 60% to the local committee
 - 20% to the enforcement authority (district council)
 - 20% to the county council
- 5.4 The local committee can decide how the 60% share of any surplus income derived in their area can be used within the confines of legislation. The Local Committee can request and fund (from budgets at their disposal) additional 'out of hours' enforcement if this is considered appropriate.
- 5.5 Any surplus generated from managing on street parking can only be used as defined under S55 of the Road Traffic Regulation Act 1984 (as amended). This restricts use of any surplus for the maintenance and/or improvement of the Highway including environmental works or additional parking provision.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 Effective parking restrictions and enforcement can assist accessibility for those with visual or mobility impairment by reducing instances of obstructive

parking. Parking restrictions also allow blue badge holders better access to shops and services through the provision and enforcement of disabled bays

7. LOCALISM:

- 7.1 Communities are represented by County Councillors and committee members who are involved in the decision making process to change or introduce new parking restrictions and will now have more involvement in the enforcements of them.

8. CRIME AND DISORDER IMPLICATION:

- 8.1 There should be fewer instances of obstructive and dangerous parking as a consequence of effective parking enforcement.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 Changes to the use of the highway network, the built environment and society mean that parking behaviour changes. It is necessary for a Highway Authority to carry out regular reviews of waiting and parking restrictions on the highway network and provide adequate enforcement. This will help to:

- Improve road safety
- Increase access for emergency vehicles
- improve access to shops, facilities and businesses
- Increase access for refuse vehicles and service vehicles
- Ease traffic congestion
- Better regulate parking

10. WHAT HAPPENS NEXT:

- 10.1 The Local Committee can consider these arrangements and set up task groups to interact with enforcement teams as appropriate.

Contact Officer:

Jacquie Joseph, Parking Manager, Tandridge District Council.
David Curl, Team Manager, SCC Parking Team

Consulted: None

Annexes: Annex 1 – Tandridge Annual on-street car parking return

Sources/background papers: SCC Cabinet, Parking Enforcement, Oct 2012.

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Annex 1

Annual on-street car parking return

Authority name

Reigate and Banstead

In **Tandridge**

Financial year

2013/2014

REVENUE EXPENDITURE

£103,372

REVENUE INCOME

£98,605

NET DEFICIT

£4,767.36

Surplus share:		£
	20	
SCC	%	0
	60	
Local Area committee	%	0
	20	
Local Authority	%	0

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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (TANDRIDGE)****DATE: 12 DECEMBER 2014****LEAD****OFFICER: SANDRA BROWN****SUBJECT: LOCAL COMMITTEE & MEMBERS' ALLOCATION FUNDING - UPDATE****DIVISION: ALL****SURREY****SUMMARY OF ISSUE:**

Surrey County Council Councillors receive funding to spend on local projects that help to promote social, economic or environmental well-being in the neighbourhoods and communities of Surrey. This funding is known as Members' Allocation.

For the financial year 2014/15 the County Council has allocated £10,300 revenue funding to each County Councillor and £35,000 capital funding to each Local Committee. This report provides an update on the projects that have been funded since April 2014 to date.

RECOMMENDATIONS:

The Local Committee (Tandridge) is asked to note:

- (i) The amounts that have been spent from the Members' Allocation and Local Committee capital budgets, as set out in Annex 1 of this report.

REASONS FOR RECOMMENDATIONS:

The allocation of the Committee's budgets is intended to enhance the wellbeing of residents and make the best possible use of the funds. Greater transparency in the use of public funds is achieved with the publication of what Members' Allocation funding has been spent on.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The County Council's Constitution sets out the overall Financial Framework for managing the Local Committee's delegated budgets and directs that this funding should be spent on local projects that promote the social, environmental and economic well-being of the area.
- 1.2 In allocating funds councillors are asked to have regard to Surrey County Council's Corporate Strategy 2010-14 Making A Difference that highlights five themes which make Surrey special and which it seeks to maintain:
 - A safe place to live;
 - A high standard of education;

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- A beautiful environment;
- A vibrant economy;
- A healthy population

- 1.3 As with all expenditure by the Council, spending of members' allocations should:
- Be directed to activities for which the County Council has legal powers;
 - Meet demonstrable local needs;
 - Deliver value for money, so that there is evidence of the outcomes achieved;
 - Be consistent with County Council policies;
 - Be approved through a process that is open and transparent, consultative, accountable, and auditable;
 - Where appropriate, allow opportunities to be taken to pool funds with partner organisations.
- 1.4 Member Allocation funding is made to organisations on a one-off basis, so that there should be no expectation of future funding for the same or similar purpose. It may not be used to benefit individuals, or to fund schools for direct delivery of the National Curriculum, or to support a political party.

2. RECENT COMPLETED PROJECTS:

- 2.1 Several projects have been taken place within the last 3 months; here are a couple of the projects:

TeenTech 2014

A contribution of £500 has been made for students from Oxted School to attend a one day interactive Science Fair in November.

The event changes perceptions of STEM (Science, Technology, Engineering and Maths) careers for both teenagers and teachers and enables STEM professionals to engage with young people and inspire them to choose a study and/or career path in STEM.

Oxted Chamber of Commerce Christmas Festival

A contribution of £4900 has been made towards the Oxted Christmas Festival which took place on 6 December.

The contribution provided Christmas lights and snow machines for the evening, which also included Santa's Grotto and a Music Stage. This event replaced the late night shopping event which had been held in previous years and was designed to rejuvenate the town and provide a festive back drop for residents.

www.surreycc.gov.uk/tandridge

3. ANALYSIS:

- 3.1 All the bids detailed in Annex 1 have been considered by and received support from the local county councillor and been assessed by the Community Partnerships Team as meeting the County Council's required criteria.

4. OPTIONS:

- 4.1 The Committee is being asked to note the bids that have already been approved.

5. CONSULTATIONS:

- 5.1 In relation to new bids the local councillor will have discussed the bid with the applicant, and Community Partnerships Team will have consulted relevant Surrey County Council services and partner agencies as required.

6. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 6.1 Each project detailed in this report has completed a standard application form giving details of timescales, purpose and other funding applications made. The county councillor proposing each project has assessed its merits prior to the project's approval. All bids are received and scrutinised by officers in the County's Community Partnership Team. We also contact officers from other services and departments for advice if we require additional information or specialist knowledge to assess the suitability of projects. We ensure that bids comply with the Council's Financial Framework which contains the financial rules and regulations governing how Members' Allocations funding can be spent.
- 6.2 The current financial position statements detailing the funding by each member of the Committee are attached at **Annex 1**. Please note these figures will not include any applications that were approved after the deadline for this report had passed.

7. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 7.1 The allocation of the Members' Allocation and Local Committee's budgets is intended to enhance the wellbeing of residents and make the best possible use of the funds. Funding is available to all residents, community groups or organisations based in, or serving, the area. The success of the bid depends entirely upon its ability to meet the agreed criteria, which is the same for all projects.

8. LOCALISM:

- 8.1 The budgets are allocated by the local members to support the needs within their communities.

9. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report

10. CONCLUSION AND RECOMMENDATIONS:

- 10.1 The spending proposals put forward for this meeting have been assessed by officers in the Community Partnerships Team, against the County standards for appropriateness and value for money within the agreed Financial Framework.

11. WHAT HAPPENS NEXT:

- 11.1 Payments to the organisations have, or will be paid to the applicants, and organisations are requested to provide publicity of the funding e.g posters, leaflets, articles in newsletters. We also require evidence that the funding has been spent within 6 months e.g receipts, photos, invoices.

Contact Officer:

Diana Ambrose, Local Support Assistant, 01737 737696.

Consulted:

- Local Members have considered and vetted the applications
- Community Partnership Team have assessed the applications

Annexes:

Annex 1 – The breakdown of spend to date per County Councillor, including the breakdown of spend to date per County Councillor of the Local Committee Budget.

Sources/background papers:

- All bid forms are retained by the Community Partnerships Team

Tandridge Members Funding - Balance Remaining 2014-2015

Each County Councillor has £10,300 to spend on projects to benefit the local community, also an equal portion of the local committee's capital funding.

David Hodge	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	LC CAPITAL	DATE PAID
				£10,300.00	£5,833.00	
	EF800243592	Woldingham Parish Council	Service/Maintenance of Salt Spreader	£400.00		30.09.2014
	EF300392117	SCC, Corporate Parenting	LAC Bursary Scheme	£500.00		07.10.2014
	EF700253778	North Downs Sinfonia	Purchase of 3 timpani		£500.00	24.11.2014
	EF800247689	Tatsfield Allotment and Community Garden	Build an access ramp and decking		£750.00	24.11.2014
	EF300394884	SCC, Youth Support Service	Farm Buddies	£2,172.00		
	EF700257986	Tatsfield Litter Team	Purchase of litter pickers etc.		£300.00	
BALANCE REMAINING				£7,228.00	£4,283.00	

Sally Marks	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	LC CAPITAL	DATE PAID
				£10,300.00	£5,833.00	
	EF700230972	Ridge Radio	Replacement of Equipment		£1,150.00	19.05.2014
	EF300383202	Street Youth Centre	DofE Staff Training and STREET Youth Centre Promotional Materials	£1,455.00		08.06.2014
	EF800229399	Goal !! Fundraising Group	Install 2 goal posts in Stafford Road Recreation Ground for young people		£1,000.00	13.06.2014
		Goal !! Fundraising Group	Install 2 goal posts in Stafford Road Recreation Ground - PLAQUE	£8.00		30.06.2014
	EF300392117	SCC, Corporate Parenting	LAC Bursary Scheme	£500.00		07.10.2014
	EF300394884	SCC, Youth Support Service	Farm Buddies	£1,000.00		
BALANCE REMAINING				£7,337.00	£3,683.00	

John Orrick	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	LC CAPITAL	DATE PAID
				£10,300.00	£5,833.00	
			Capital transferred from NS		£2,000.00	
			Revenue transferred to NS	-£2,000.00		
			REVISED BUDGET	£8,300.00	£7,833.00	
	EF700223576	Caterham Job Club	Laptops and Printer		£1,750.00	19.05.2014
	EF700230972	Ridge Radio	Replacement of Equipment		£1,150.00	19.05.2014
	EF700239784	Ridge Radio	Badminton for all - course for children	£980.00		14.07.2014
	EF800234919	Chaldon Village Hall	Chaldon Village Hall improvements (moved from Rev to split Rev/Cap)	£67.00	£4,933.00	19.08.2014
	EF300392117	SCC, Corporate Parenting	LAC Bursary Scheme	£500.00		07.10.2014
	EF700253902	Skaterham	DJ Booth	£650.00		14.11.2014
	EF300394884	SCC, Youth Support Service	Farm Buddies	£1,224.00		
	EF800251019	Chaldon Pre-School	Chaldon Pre-School Playground Project	£2,700.00		
BALANCE REMAINING				£2,179.00	£0.00	

Tandridge Members Funding - Balance Remaining 2014-2015

Each County Councillor has £10,300 to spend on projects to benefit the local community, also an equal portion of the local committee's capital funding.

Nick Skellett	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	LC CAPITAL	DATE PAID
				£10,300.00	£5,833.00	
			Capital transferred to JO		-£2,000.00	
			Revenue transferred from JO	£2,000.00		
			REVISED BUDGET	£12,300.00	£3,833.00	
	EF700245150	SATRO	TeenTech 2014	£250.00		28.08.2014
	EF700244475	Tandridge Voluntary Service Council	Moving expenses to Caterham Valley Library	£1,800.00		18.09.2014
	EF800243326	Oxted Chamber of Commerce	Christmas Lights and Snow Machine for Christmans Festival	£4,900.00		31.10.2014
	EF300392117	SCC, Corporate Parenting	LAC Bursary Scheme	£500.00		07.10.2014
	EF300394884	SCC, Youth Support Service	Farm Buddies	£1,000.00		
			BALANCE REMAINING	£3,850.00	£3,833.00	

Michael Sydney	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	LC CAPITAL	DATE PAID
				£10,300.00	£5,833.00	
	EF800228339	Dormansland Playground	New equipment in the play area in Dormansland		£1,000.00	19.06.2014
	EF700236262	Dormansland Carnival	Dormansland Carnival 2014 event costs	£500.00		13.06.2014
	EF800238156	Lingfield and Dormansland Commu	Replacement of central heating system		£2,000.00	28.08.2014
	EF800238749	Edenbridge & Oxted Agricultural St	Traffic Management for Edenbridge & Oxted Agricultural Show	£1,386.00		28.08.2014
	EF700245258	Sussex Community Rail Partnership	Lingfield Station Art Display Board	£127.50		28.08.2014
	EF800239749	Burstow Parish Council	Smallfield Street Lighting	£4,167.00	£2,833.00	14.11.2014
	EF800241062	1st Dormansland Brownies	New Flag	£150.00		18.09.2014
	EF300392117	SCC, Corporate Parenting	LAC Bursary Scheme	£500.00		07.10.2014
	EF300394884	SCC, Youth Support Service	Farm Buddies	£724.00		
	EF700256723	Felbridge Bowling Club	Equipment Shed	£600.00		
	EF700256920	Lingfield Chamber of Commerce	Lingfield Christmas Lights	£750.00		
			BALANCE REMAINING	£1,395.50	£0.00	

Helena Windsor	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	LC CAPITAL	DATE PAID
				£10,300.00	£5,833.00	
	EF800227002	St John the Baptist Church PCC	Refurbishment of the Church Room at St.John the Baptist Church Outwood		£1,250.00	19.05.2014
	EF700239525	Community Association	Community Social Area Refurbishment		£2,500.00	02.07.2014
	EF700240382	Nutfield Parish Council	Chairs and tables for Nutfield Memorial Hall	£2,368.60		
	EF700242471	South Nutfield Wednesday Guild	Pensioners' Christmas lunch	£250.00		08.08.2014
	EF700245150	SATRO	TeenTech 2014	£250.00		28.08.2014
	EF300392117	SCC, Corporate Parenting	LAC Bursary Scheme	£500.00		07.10.2014
	EF300394884	SCC, Youth Support Service	Farm Buddies	£1,224.00		
			BALANCE REMAINING	£5,707.40	£2,083.00	

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 12 DECEMBER 2014



LEAD OFFICER: MARK BORLAND, GROUP MANAGER – WORKS DELIVERY

SUBJECT: INFRASTRUCTURE RESILIENCE WORKS UPDATE - A22 AND CATERHAM BOURNE

DIVISION: ALL

SUMMARY OF ISSUE:

The extreme and lengthy period of rainfall last winter resulted in groundwater flooding from the Caterham Bourne, and long term saturation of the ground, in the Valleys of the A22 and Whyteleafe/Woldingham area. This resulted in the A22 being closed for 4 weeks, homes and businesses being flooded, with an overall huge impact on the local community.

This report is an update for members on the infrastructure resilience works that have already been constructed, and the proposed major investment plans to address the longer term resilience issues for the Caterham Bourne and the A22 network.

RECOMMENDATIONS:

The Local Committee (Tandridge) is asked to note the report.

REASONS FOR RECOMMENDATIONS:

This item is for information only.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Caterham Bourne, an ephemeral watercourse which feeds into the Beddington Branch of the River Wandle, flows on average every seven years in response to high groundwater. It emerges in Caterham and Woldingham in Surrey, and flows across the border into the London Borough of Croydon. Due to urban development, large parts of the Bourne have been culverted over the years with varying size pipes which don't have the capacity to cope with large flow events, leading to flooding of properties and essential infrastructure including main roads, railway line and a water treatment works.
- 1.2 The extreme and lengthy period of rainfall last winter resulted in groundwater flooding from the Caterham Bourne, and long term saturation of the ground, in the Valleys of the A22 and Whyteleafe/Woldingham area. This resulted in the

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A22 being closed for 4 weeks, homes and businesses being flooded, with an overall huge impact on the local community.

- 1.3 Two off-road water storage areas, controlled by sluice gates, have been installed on Woldingham Road to control Caterham Bourne flood water. A third water storage area, and new drainage system under the viaduct, is proposed but subject to approvals and Thames Regional Flood Committee funding.
- 1.4 Surrey County Council and Tandridge District Council are leading on a £5.9m investment plan, within Surrey, upstream of Croydon. This is to improve infrastructure, and provide water management, to mitigate the effects of major flooding events from the Caterham Bourne in the future.
- 1.5 The London Borough of Croydon is leading on an investment plan to mitigate downstream risks and agree an enhanced Business Continuity Plan with Kenley Water Works. Also, Croydon and Surrey Council's are working with Thames Water to investigate solutions to the flood surcharge to the sewer network.
- 1.6 The final option is expected to be combination of measures including formalised attenuation, diversion channels and improved management of the Bourne in the future. The project is currently at the planning stage with the construction start forecast in 2016/17.
- 1.7 In the meantime, the local councils are carrying out essential maintenance and improvement works along the Bourne in preparation for the coming winter and developing a protocol to instigate the Flood Management Plan for the area. The Environment Agency has installed water level monitoring at Woldingham Road and, in partnership, developing the system for operating the sluice gates on the off-road water storage areas.

2. ANALYSIS:

- 2.1 The Caterham Bourne is susceptible to groundwater flooding when there are long periods of rainfall and the ground is saturated. This has traditionally occurred approximately every seven years.
- 2.2 In the long term, and subject to successful bidding for funding, it is proposed to improve infrastructure, and provide water management, to mitigate the effects of major flooding events from the Caterham Bourne in the future.

3. OPTIONS:

- 3.1 It is proposed to further increase off-road water storage capacity by building a third water storage area, with sluice gate control, between Stuart Road and Bug Hill, subject to permissions.
- 3.2 Subject to a successful joint bid to the Coast to Capital Local Enterprise Partnership, and agreed match funding, it is proposed to deliver four critical improvements:

(1) New rural drainage system from M25 (J6) to Wapses Lodge Roundabout.

(2) New Urban drainage system from Wapses Lodge Roundabout to the Croydon border, via Whyteleafe.

(3) Resurface A22 between Oxted Road to Wapses Lodge Roundabout (Via M25 Junction).

(4) Resurface footpaths and wider improvements from Wapses Lodge Roundabout to New Barn Lane.

3.3 Overall, the proposed scheme will deliver new fit for purpose drainage, and resurface the main arterial roads, to improve flood resilience. It will also ensure surface and underground water is diverted away from households and the carriageway.

3.4 The bid process result is anticipated to be confirmed in February 2015 and, if successful, the scheme would be delivered from summer 2015.

4. CONSULTATIONS:

4.1 Consultations will take place as part of the detailed feasibility study, Defra funded flood study, and design development.

4.2 It is anticipated that community engagement meetings will be held.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 The costs of the immediate flood repairs, off road water storage areas and carriageway improvements have been funded from Surrey County Council.

5.2 Approximately £0.5m of works remain, and this is subject to a funding bid to the Defra Thames Regional Flood Committee.

5.3 The joint £4.2m bid to the Coast to Capital Local Enterprise Partnership requires £700k of match funding that has been approved from Surrey County Council. This gives a total funding bid of £4.9m to deliver four critical improvements that provide a new fit for purpose drainage system and resurface main arterial routes to improve overall flood resilience.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 The detailed feasibility and development of the design for the flood resilience works will ensure better access and connectivity for pedestrians, wheelchairs and pushchairs across Wapses Lodge Roundabout. An equalities Impact Analysis will be carried out as part of this design development process.

7. LOCALISM:

7.1 The Wapses Lodge Roundabout provides connectivity between the communities of Whyteleafe, Woldingham and Caterham. This connection was unavailable for vulnerable road users during the flooding of the Caterham Bourne. Other crossings of the main strategic economic route of the A22 are also vulnerable to being impassable during flooding.

- 7.2 Greater resilience to flooding will support connections to several local schools, businesses and collaboration with Tandridge District Council and the London Borough of Croydon.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
Sustainability (including Climate Change and Carbon Emissions)	Set out below.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

8.1 Sustainability implications

The detailed feasibility and design development of the flood resilience works will take sustainability in to account.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 This item is for information only.

10. WHAT HAPPENS NEXT:

- 10.1 The Committee will be informed when the result of the bid process for funding of the flood resilience scheme has been given.
- 10.2 The Committee will be informed when the detailed feasibility, community engagement timetable and design development has been determined.

Contact Officer:

Mark Borland Group Manager – Works Delivery 020 8541 7028

Consulted:

The local Elected Members, and Parish Council have been kept informed on the flood alleviation works. Broader community engagement is planned.

Annexes:

None.

Sources/background papers:

None

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 12th DECEMBER 2014

LEAD OFFICER: JOHN LAWLOR, AREA TEAM MANAGER

SUBJECT: HIGHWAY SCHEMES UPDATE

DIVISION: ALL

**SUMMARY OF ISSUE:**

At the 13th December 2013 Local Committee, Members agreed a programme of revenue and capital highway works in Tandridge. Delegated Authority was given to enable the forward programme to be progressed without the need to bring further reports to the Local Committee for decision. This report sets out recent progress. The report also updates Members on other maintenance programmes in Tandridge and on customer enquiries.

RECOMMENDATIONS:

The Local Committee (Tandridge) is asked to note the contents of the report.

REASONS FOR RECOMMENDATIONS:

To update the Local Committee on the progress of the highway works programme in Tandridge.

1. INTRODUCTION AND BACKGROUND:

- 1.1 In December 2013, Local Committee agreed its forward programme for both Integrated Transport Schemes (ITS) Capital Improvement Schemes and ITS Capital Maintenance Schemes. Local Committee also agreed the allocation of its revenue budget for maintenance works.
- 1.2 A revised capital works programme was agreed by Local Committee in June 2014 to allocate additional funding to maintenance schemes. This was required to address the damage caused to the local road network following the exceptional wet winter of 2013/14.
- 1.3 To allow flexibility in the delivery of the Local Committee's highways work programme, delegated authority was given so that the programme could be amended if necessary and works could be progressed without the need to bring further reports to the Local Committee for decision.
- 1.4 In addition to the Local Committee's devolved highways budget, developer contributions are used to fund, either wholly or in part, highway improvement schemes to mitigate the impact of developments on the highway network.

2. ANALYSIS:

- 2.1 **Capital Highway Schemes:** Progress on the approved Local Committee funded capital programme of highway works in Tandridge is set out in **Annex 1**. It also provides an update on schemes being progressed using developer contributions.
- 2.2 The weather conditions at the end of 2013 and early part of 2014 resulted in widespread deterioration of the road network. A Flood Recovery Plan has been developed following an announcement from the Leader of the Council of an additional £23m for the repair of flood damaged roads and bridges. Work has started on the programme of roads in Tandridge to be repaired with funding from this additional money. This work is additional to the Operation Horizon major maintenance programme, which is on-going.
- 2.3 **Drainage:** The centrally funded drainage budget managed by the local area team continues to be used to carry out drainage investigation and small repairs locally.
- 2.4 **Customer Enquiries:** Following the extremely high volume of enquiries in the first part of the year, the second and third quarters have seen a steady reduction. This is to be expected given the time of year but overall volumes remain high. **Table 1** shows the number of enquiries received during the first nine months of 2014.

Period (2014)	Surrey Highways: Total enquiries (no.)	Tandridge: Total enquiries (no.)	Local Area Office: Total enquiries (no.)
Jan - March	58,224	6,108	2,485
April - June	29,551	2,553	1,282
July - Sept	30,225	2,464	1,041
Total	118,000	11,125	4,808

Table 1: Customer Enquiries

- 2.5 Of the enquiries received by the local area office, 96% have been resolved, a rate slightly above the countywide average of 95%. The County continues to work with its contractors to improve the service provided. This includes the launch of a new customer enquiry and works scheduling system and revised customer service Key Performance Indicators (KPIs).
- 2.6 Through the Customer Service Excellence project, Surrey is seeking to improve the accessibility of information and advance notification of roadworks. Roadwork information has been moved to a new website; (www.roadworks.org) as part of this project. The website also contains information on work being undertaken by utility companies, providing customers with a fuller picture of the work being carried out on the road network. Customers can sign up to receive alerts.
- 2.7 Although there has been a reduction in customer contact with Surrey Highways, the number of complaints received has increased marginally from 0.25% of all enquiries at the start of the year to 0.33% in the last reported quarter. **Table 2** shows the number of complaints received by Surrey Highways and the South East area, which includes Tandridge.

Period (2014)	Surrey Highways: Complaints (no.)	South East Area: Stage 1 Complaints (no.)
Jan - March	143	47
April - June	65	28
July - Sept	100	27
Total	308	102

Table 2: Complaints

- 2.8 The main reason for complaints is the lack of communication and the failure to carry out works to either the required standard or timescale. In the South East area since January 2014, 23 complaints have been escalated to Stage 2 of which Surrey Highways were found to be at fault in ten. Countywide, seven complaints have been made to the Local Government Ombudsman this year about the Service, none of which have been upheld.

3. OPTIONS:

- 3.1 Not applicable.

4. CONSULTATIONS:

- 4.1 Not applicable

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 Budgets are closely monitored throughout the financial year and monthly updates are provided to the Local Committee Chairman and Vice-Chairman. The Local Committee have put in place arrangements whereby monies can be vired between different schemes and budget headings.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. The needs of all road users are considered as part of the design process for highway schemes.

7. LOCALISM:

- 7.1 Funding has been allocated from the revenue maintenance budget to fund the Highways Localism Initiative.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	Set out below

8.1 Crime and Disorder implications

A well-managed highway network can contribute to reduction in crime and disorder.

8.2 Sustainability implications

The use of sustainable materials and the recycling of materials is carried out wherever possible and appropriate.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 Progress on the programme of revenue and capital highway works in Tandridge is set out in section 2 and Annex 1 of this report. Local Committee is asked to note the contents of this report

10. WHAT HAPPENS NEXT:

10.1 Delivery of the highway works programme will continue and an end of year update report will be presented to the March 2015 meeting of the Local Committee.

Contact Officer:

Anita Guy, Senior Engineer, South East Area Team, 03456 009 009

Consulted:

Not applicable

Annexes:

Annex 1: Summary of Progress

Sources/background papers:

- Report to Tandridge Local Committee, 13th December 2013, Highways Forward Programme 2014/15 – 2015/16
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CAPITAL ITS IMPROVEMENT SCHEMES

Project: A22/M25 J6 Junction Improvement

Detail: Improvements to road markings

Division: Godstone

Allocation: £30,000

Progress:

Proposed spiral markings on the circulatory area of roundabout and concentric markings on the entry/exit areas plus minor changes on the approaches, including amendments to the road markings on the M25 slip roads. Discussions are taking place with the Highway Agency regarding changing the markings on the slip roads, who have requested traffic modelling to show the impact of the proposed road marking changes on queue lengths on the slip roads. Resurfacing of the roundabout circulatory carriageway is planned to be carried out as part of Operation Horizon in 2015/16, so it is proposed that the changes to the road markings are deferred until next financial year and carried out as part of the resurfacing scheme.

Under delegated authority, it has been agreed by the Local Committee Chairman and Vice-Chairman to use the underspend on this scheme to fund the works on Titsey Road/Titsey Hill.

Project: Titsey Road/Titsey Hill, Titsey

Detail: Safety Measures

Division: Oxted; Warlingham

Allocation: see above

Progress:

Additional Road Signs: Bend warning and reduce speed now signs, on yellow backing boards, on each approach to the bend where the collision occurred were erected on 17 July.

Speed Limit Reduction: Existing traffic speeds have been surveyed at four locations on Titsey Road/Titsey Hill. The recorded mean speeds comply with a reduction in the speed limit to 40mph, in accordance with the Speed Limit Policy. The Police have been consulted and support the proposed reduction to 40mph. The proposed 40mph speed limit would extend from the existing 30mph limit north of Bluehouse Lane up to and including the roundabout at the Titsey Hill/Limpsfield Road/Clarks Lane junction. Under delegated powers, the Local Committee Chairman, Vice-Chairman and local divisional Members have agreed that the speed limit be reduced to 40mph and that the necessary speed limit order is advertised. The traffic order team have advised that

CAPITAL ITS IMPROVEMENT SCHEMES

the Notice will be advertised by the end of November/start of December.

Titsey Road/Titsey Hill cont.

Emergency Repairs: minor emergency repairs to the carriageway were carried out on Titsey Road on 17th October following a local inspection of the road.

Geological Assessment: The County's Asset Management team have taken core samples of the carriageway as part of the geological assessment of Titsey Road/Titsey Hill. WS Atkins has been instructed to carry out geotechnical and pavement inspections, which were carried out on 16th October and 5th November respectively. Awaiting detailed report from consultant.

Safety Barriers: The Asset Management team are investigating the requirement for safety barriers on Titsey Hill.

Project: A25 East Hill, Oxted

Detail: Pedestrian crossing	Division: Oxted	Allocation: £120,573
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Progress:

Feasibility design for signalised pedestrian crossing has been completed. Detailed design being priced. Budget split over two financial years. Implementation to commence end 2014/15 and be completed early 2015/16.

Project: Felcourt Road/East Grinstead Road, Felcourt

Detail: Speed limit reduction	Division: Lingfield	Allocation: £10,000
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Progress:

Reduction in speed limit agreed by Local Committee in September 2013. Waiting for Traffic Order Team to advertise the necessary speed limit order.

Project: Farleigh Road/Harrow Road, Warlingham

Detail: Junction improvement	Division: Warlingham	Allocation: £3,000
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CAPITAL ITS IMPROVEMENT SCHEMES

Progress:

Feasibility design of mini-roundabout agreed by Local Committee in September 2013. Work on design only schemes carried out in last quarter of the financial year.

CAPITAL ITS IMPROVEMENT SCHEMES

Project: Succombs Hill, Whyteleafe and Bug Hill, Woldingham

Detail: HGV restrictions

Division: Warlingham; Caterham Valley

Allocation: £10,000

Progress:

Amendment to existing width restrictions to provide improved arrangements to restrict the use of unsuitable roads by HGVs travelling between the A22 and Warlingham. Traffic regulation order to be made early December, signs to be erected by Skanska once TRO in place.

Project: A25 East Hill/Snatts Hill, Oxted

Detail: Junction improvement

Division: Oxted

Allocation: £5,000

Progress:

Feasibility design of signalisation of the junction of the A25 East Hill with Snatts Hill commenced in 2013/14. Work on-going.

Project: Stage 3 Road Safety Audits

Detail: To be carried out as required

Division: All

Allocation: £5,000

Progress:

CAPITAL ITS MAINTENANCE SCHEMES (Local Structural Repair)

NOTE: Further update to be tabled at meeting

ANNEX 1

Project	Division	Update
Whyteleafe Road - drainage improvements	Caterham on the Hill	Soakaway infiltration test delayed
Mid Street, South Nutfield - footway reconstruction	Godstone	Work ordered. Awaiting programme date.
The Square, Caterham - reconstruct roundabout island	Caterham Valley	Completed.
Tandridge Lane, Tandridge	Oxted	Walk through completed. To be priced and programmed.
Options being discussed with divisional member	Lingfield	
Limpsfield Road, Warlingham - footway reconstruction	Warlingham	Work ordered. Awaiting programme date.
Hamsey Green Gardens - verge hardening	Warlingham	Work ordered. Awaiting programme date.

ROAD SAFETY TEAM SCHEMES

Project: A22 Godstone Road/B2030 Godstone Road, Caterham,		
Detail: Traffic signs	Division: Caterham Valley	
Progress: Traffic signal warning signs on A 22 northbound approach to junction. Completed.		

PARKING		
<p>Progress: The 2013-14 parking review works order was handed to contractor on 24th October for programming in to their work schedule. They have started the works and expect them to be completed by end of calendar year at the latest.</p>		

POTENTIAL DEVELOPER FUNDED SCHEMES		
Project: High Street/Plough Road/Dormans Road, Dormansland		
Detail: Junction improvement	Division: Lingfield	Allocation: £20,000
<p>Progress: Options have been developed for a mini-roundabout at the junction, which have been the subject of safety audit. The safety audit report raised a number of concerns, including problems with sightlines. Land acquisition would be required to enable a roundabout to work at this location. An interim scheme has been completed to improve the existing road layout, including the provision of anti-skid, improved signing and road markings and street lighting. The divisional Member has agreed that no further work will be carried out on this scheme at the present time.</p> <p>At a meeting with Dormansland Parish Council to discuss their priorities for highway improvements in the area, it was agreed that a raised junction table should be progressed to design.</p>		

Note: Information correct at time of writing (24/11/14)

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 12 DECEMBER 2014

LEAD OFFICER: JOHN LAWLOR, AREA TEAM MANAGER

SUBJECT: HIGHWAYS FORWARD PROGRAMME 2015/16 – 2016/17

DIVISION: ALL

**SUMMARY OF ISSUE:**

This report seeks approval of a programme of highway works for Tandridge funded from the Local Committee's delegated capital, revenue and Community Enhancement budgets.

RECOMMENDATIONS:**The Local Committee (Tandridge) is asked to:**General

- (i) Note that it has been assumed that the Local Committee's devolved highways budget for capital, revenue and Community Enhancement works for 2015/16 remains the same as for 2014/15, at £648,586;
- (ii) Authorise that the Area Team Manager, in consultation with the Local Committee Chairman and Vice-Chairman be able to amend the programme should the devolved budget vary from this amount;

Capital Improvement Schemes (ITS)

- (iii) Agree that the capital improvement schemes allocation for Tandridge be used to progress the Integrated Transport Schemes programme set out in Annex 1;
- (iv) Authorise that the Area Team Manager, in consultation with the Local Committee Chairman and Vice-Chairman, be able to vire money between the schemes agreed in Annex 1, if required;
- (v) Authorise that the Area Team Manager, in consultation with the Local Committee Chairman, Vice-Chairman and local divisional Members, agree which additional scheme(s) from Annex 2 are to be progressed for design and/or construction during 2015/16.

Capital Maintenance Schemes (LSR)

- (vi) Agree that the capital maintenance schemes allocation for Tandridge be divided equitably between County Councillors to carry out Local Structural Repair, and that the schemes to be progressed be agreed by the Area Team Manager in consultation with the Local Committee Chairman, Vice-Chairman and local divisional Members;

Revenue Maintenance

- (vii) Authorise the Area Maintenance Engineer, in consultation with the Local Committee Chairman, Vice-Chairman and relevant local divisional Member, to use £100,000 of the revenue maintenance budget for 2015/16 as detailed in Table 2 of this report;
- (viii) Agree that £5,000 per County Councillor be allocated from the revenue maintenance budget for Highways Localism Initiative works, and that if this funding is not distributed by the end of October 2015, the monies revert to the relevant Member's Community Enhancement allocation;
- (ix) Agree that the remaining £152,110 of the revenue maintenance budget be used to fund minor maintenance works throughout Tandridge, as identified by the Area Maintenance Engineer in consultation with the Chairman, Vice-Chairman and relevant divisional Member.

Community Enhancement Fund

- (x) Agree that the Community Enhancement Funding is devolved to each County Councillor based on an equitable allocation of £5,000 per division; and
- (xi) Agree that Members should contact the Area Maintenance Engineer to discuss their specific requirements with regard to their Community Enhancement allocation and arrange for the work activities to be managed by the Area Maintenance Engineer on their behalf.

REASONS FOR RECOMMENDATIONS:

To agree a forward programme of highways works in Tandridge for 2015/16 – 2016/17, funded by the Local Committee's devolved budget.

1. INTRODUCTION AND BACKGROUND:

1.1 Tandridge Local Committee has a devolved budget for highway works in the district. This comprises both capital and revenue budgets and a fund for carrying out Community Enhancement works. At the time of writing this report, the County's budget for 2015/16 had not been set. This report assumes that the Local Committee will be receiving the same level of funding as in 2014/15.

1.2 Table 1 summarises the various funding streams together with the assumed budgets for 2015/16. It also refers to the relevant parts of the report which set out how it is proposed to allocate this funding and the recommendations relating to each funding stream.

Funding Stream	Assumed Level of Funding 2015/16	Relevant sections of report	Relevant recommendations
Capital Improvement Schemes (ITS)	£183,573	Paras. 2.1 – 2.4 Annexes 1&2	(iii) – (v)

Capital Maintenance Schemes (LSR)	£183,573	Paras. 2.5 – 2.6	(vi)
Revenue Maintenance	£251,440	Paras. 2.7 – 2.9	(vii) – (ix)
Community Enhancement	£30,000	Paras. 2.10 – 2.11	(x) – (xi)
Total	£648,586		

**Table 1 – Summary of Local Committee Funding Levels 2015/16
(based on 2014/15 budgets)**

1.3 In previous years the Local Committee has agreed a series of delegated authorities to enable the highways programme to be delivered without undue delay, as summarised below. These were approved for the remainder of the current administration ie. 2014/15 to 2016/17.

- (i) The Local Committee Chairman, Vice-Chairman and Area Team Manager, together with the relevant local divisional Member be able to progress any scheme from the Integrated Transport Schemes programme, including consultation and statutory advertisement that may be required under the Road Traffic Regulation Act 1984, for completion of those schemes. Where it is agreed that a scheme will not be progressed, this will be reported back to the next formal meeting of the Local Committee for approval.
- (ii) The Area Team Manager, in consultation with the Local Committee Chairman and Vice-Chairman, be able to vire money between the capital improvement schemes (ITS) and capital maintenance (LSR) budgets, if required.
- (iii) The Area Maintenance Engineer, in consultation with the Local Committee Chairman and Vice-Chairman, be able to vire the revenue maintenance budget between the identified work headings in Table 2.

1.4 In addition to the Local Committee's devolved budget, there are Countywide capital budgets which are used to fund major maintenance (Operation Horizon), surface treatment schemes, footway schemes, drainage works and safety barrier schemes. There was additional funding made available in 2014/15 to carry out flood damage repair following the exceptionally wet winter of 2013/14.

1.5 Countywide revenue budgets are used to carry out both reactive and routine maintenance works. In 2014/15 the local area team was given responsibility to manage a centrally funded revenue budget to carry out drainage investigation and small repairs locally.

1.6 Contributions collected from developers through s106 agreements are used to fund, either wholly or in part, highway improvement schemes which mitigate the impact of developments on the highway network.

- 1.7 This report sets out the proposed programme of highway works for Tandridge funded from the Local Committee's delegated capital, revenue and Community Enhancement budgets.

2. ANALYSIS:

Capital Improvement Schemes (ITS)

- 2.1 The capital improvement budget is used to carry out Integrated Transport Schemes (ITS) which aim to improve the highway network for all users, in line with the objectives set out in the Local Transport Plan. It is assumed that the ITS budget will remain at £183,573 in 2015/16.
- 2.2 To improve the planning and delivery of ITS capital improvement schemes, a two year rolling programme has been developed. This will allow for scheme design to be carried out in year 1 with implementation in year 2. **Annex 1** sets out the suggested ITS forward programme for 2015/16 – 2016/17. It should be noted that funding has been allocated under the heading 'small safety schemes', to enable works to be carried out to address issues that arise during the year, subject to approval by the Chairman, Vice-Chairman and relevant divisional Member.
- 2.3 In December 2013 Tandridge Local Committee decided to use £120,000 of its capital maintenance (LSR) budget to fund ITS schemes in 2014/15. However following the exceptionally wet winter of 2013/14, this capital maintenance (LSR) budget was reallocated to maintenance works to aid flood recovery, resulting in a number of ITS schemes being deferred. Following public questions and petitions submitted to the Local Committee over the past year, a number of new schemes have been supported by members. **Annex 2** lists both these new schemes and those deferred from 2014/15.
- 2.4 It is recommended that the £183,573 allocation for Integrated Transport Schemes is used as set out in Annex 1. It is proposed that the Area Team Manager, in consultation with the Chairman and Vice-Chairman, be able to vire money, if required, between the schemes listed in Annex 1.

Capital Maintenance Schemes (LSR)

- 2.5 The capital maintenance budget is used to carry out local structural repair (LSR) in roads that would not score highly under the County's prioritisation process but the condition of which are of local concern. It is assumed that the capital maintenance budget will remain at £183,573 in 2015/16.
- 2.6 As in previous years, it is suggested that the capital maintenance budget is divided equitably between County Members. It is proposed that schemes to be progressed will be identified by the Area Team Manager in consultation with the Chairman, Vice-Chairman and divisional Members.

Revenue Maintenance

- 2.7 The revenue maintenance budget is assumed to remain at £251,440 in 2015/16. As in previous years, it is suggested that £100,000 of this budget is used to fund revenue works under specific item headings, as shown in Table 2 below. It should be noted that funding has been allocated to enable speed limit assessments to be carried out using automatic traffic survey equipment, as set out in Surrey's Speed Limit Policy.

Item	Allocation	Comment
Drainage / ditching works	£15,000	Works to be identified by the Area Maintenance Engineer in consultation with the Chairman, Vice-Chairman and relevant divisional Member
Tree works	£10,000	Works to be identified by the Area Maintenance Engineer in consultation with the Chairman, Vice-Chairman and relevant divisional Member
Carriageway or footway patching works	£25,000	Works to be identified by the Area Maintenance Engineer in consultation with the Chairman, Vice-Chairman and relevant divisional Member
Parking	£10,000	Contribution towards 2015/16 parking review in Tandridge
Signs and Road markings	£5,000	Works to be identified by the Area Team Manager in consultation with the Chairman, Vice-Chairman and relevant divisional Member
Speed Limit Assessments	£5,000	Roads to be assessed to be identified by the Area Team Manager in consultation with the Chairman, Vice-Chairman and relevant divisional Member.
Localism Initiative	£30,000	£5,000 per County Member. If not allocated by end of November 2014, will revert to the relevant Members' Community Enhancement Allocation.
Total	£100,000	

Table 2 – Suggested Revenue Maintenance expenditure for 2015/16

2.8 The Localism Initiative, an allowance of £5,000 per County Member, enables Parish Councils and Residents' Associations to bid to the Local Committee for the funding of local revenue projects. It is proposed that funding not distributed by the end of October 2015, will revert to the relevant Member's Community Enhancement allocation.

2.9 It is proposed that the remaining £151,440 is used to fund minor maintenance works throughout Tandridge as identified by the Area Maintenance Engineer in consultation with the Chairman, Vice-Chairman and relevant divisional Member. The work would be carried out by a day work revenue maintenance gang, the County's term maintenance contractor or through a tender process under the Countryside Contract, as appropriate.

Community Enhancement

2.10 The Community Enhancement fund is allocated to County Members to pay for improvements in their local areas. The budget for Tandridge is £30,000, which equates to an allowance of £5,000 per County Member. The Tandridge Local Committee has delegated authority to decide how this funding is allocated.

2.11 To ensure all Members have the ability and flexibility to promote projects in their areas, it is recommended that the Local Committee delegate funding and decision making to each County Councillor on the basis of an allocation of £5,000 per Member. This does not preclude Members pooling their funding across divisional boundaries should they so wish. It is proposed that the Area Maintenance Engineer will continue to manage the Community Enhancement Fund on Members' behalf.

3. OPTIONS:

3.1 The Local Committee is being asked to approve a forward programme of highway works for Tandridge.

4. CONSULTATIONS:

4.1 The proposed programme of highway works for Tandridge has been developed in consultation with the Chairman, Vice-Chairman and divisional Members of the Local Committee.

4.2 Appropriate consultation will be carried out as part of the delivery of the works programme.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 This report has assumed that Local Committee will receive the same level of funding for 2015/16 as it received this financial year. It is proposed that authority be given to the Area Team Manager, in consultation with the Local Committee Chairman and Vice-Chairman to amend the programme should the devolved budget vary from this amount.

5.2 The Local Committee's devolved highways budget is used to fund works which are a priority to the local community. A number of virements are in place or suggested to enable the budget to be managed to enable the programme to be delivered in a flexible and timely manner.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding.

7. LOCALISM:

7.1 The Highways Service is mindful of the localism agenda and engages with the local community as appropriate before proceeding with the construction of any highway scheme.

Specific funding is allocated from the Local Committee's devolved budget which allows Parish Councils and Residents' Associations to bid to the Local Committee for the funding of local revenue projects.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below
Sustainability (including Climate Change and Carbon Emissions)	Set out below
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report

8.1 Crime and Disorder implications

A well-managed highway network can contribute to reduction in crime and disorder.

8.2 Sustainability implications

The use of sustainable materials and the recycling of materials is carried out wherever possible and appropriate.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The report sets out the proposed programme of highway works for Tandridge for 2015/16 – 2016/17, to be funded from the Local Committee's delegated capital, revenue and Community Enhancement budgets. It is recommended that the Local Committee agree the programme as set out in section 2 of this report.

10. WHAT HAPPENS NEXT:

10.1 Officers will progress schemes and deliver works for 2015/16, and will update Members at future meetings.

Contact Officer:

Philippa Gates, Assistant Engineer, South East Area Team, 03456 009 009

Consulted:

Annexes:

Annex 1: Integrated Transport Schemes Programme 2015/16 – 2016/17

Annex 2: Tandridge ITS Schemes for Consideration 2016/17

Sources/background papers:

None

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TANDRIDGE INTEGRATED TRANSPORT SCHEME (ITS) PROGRAMME 2015/16 - 2016/17

Scheme/Title	2015/16 ²			2016/17 ³			Comments
	D	C N	Budget Allocation	D	C N	Budget Allocation	
A22 Various Junctions - improvements to road markings at M25 J6 roundabout		•	£10,000				Discussions have not yet been concluded with the Highway Agency regarding changing the markings on the slip roads. Resurfacing of the roundabout circulatory carriageway is planned to be carried out as part of Operation Horizon in 2015/16. It is proposed that the changes to the road markings are deferred until 2015/16 and carried out as part of the resurfacing scheme.
A25 East Hill, Oxted - Puffin crossing		•	£100,000				Budget split over two financial years. Implementation to commence end 2014/15 and be completed early 2015/16.
Farleigh Road/Harrow Road, Warlingham ¹ - mini-roundabout		•	£25,000				Mini-roundabout agreed by Local Committee Sept 2013
Byers Lane, South Godstone - measures to address HGVs		•	£10,000				Feasibility design funded by Local Committee 2013/14
Jackass Lane, Tandridge		•	£8,000				Member Question from Cllr Skellett September 2014 . No entry from A25, no right turn onto A25.
Schemes to be agreed by Members for design and/or construction 2015/16		•	£20,573				Annex 2 lists schemes deferred from 2014/15 and schemes arising from petitions/public questions submitted to Local Committee.
Schemes to be agreed by Members for design and/or construction 2016/17				•	•	£153,573	New schemes identified during 2015/16, if supported by the local divisional Member, will be added to the ITS list for consideration for future funding.
Schemes to be agreed by Committee for Design				•		£20,000	
Stage 3 Road Safety Audits			£5,000			£5,000	Post-construction audit of schemes implemented in previous financial year
Signs and road markings	•	•	£5,000	•	•	£5,000	Schemes to be identified during the year
			£183,573			£183,573	

NOTES:

¹ Removal and replacement of traffic calming in Farleigh Road being funded as part of the Operation Horizon programme

² The programme assumes the same levels of funding as received in 2014/15.

³ The programme for 2016/17 is indicative and subject to confirmation. Costs may change following design

KEY:

D = Design

CN = Construction

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TANDRIDGE ITS SCHEMES FOR CONSIDERATION

Scheme/Title	D	C N	Budget Allocation	Comments
SCHEMES DEFERRED FROM 2013/14				
Redehall Road, Smallfield - alternative traffic calming measures	•	•	£66,000	Removal of existing traffic calming and provision of alternative measures following public consultation in summer 2013 & agreed by Local Committee in Sept 2013
A25 Nutfield - speed management	•	•	£10,000	Public question March 2013 requesting reduction in speed limit to 40mph between boundary with Reigate & Banstead Borough Council and Nutfield.
A25 Nutfield Road, Nutfield - restriction of HGVs from lay-by outside cemetery	•	•	£20,000	Public question March 2013
Stanstead Road, Caterham - speed reducing measures	•	•	£50,000	Petition October 2012
Station Road East, Oxted - 20mph zone and improved pedestrian crossing facilities				Public question December 2012. Revenue funding could be used for speed assessment & review of pedestrian facilities.
NEW ITEMS ARISING FROM PETITIONS/PUBLIC QUESTIONS SUPPORTED BY LOCAL COMMITTEE				
Station Road/Station Approach, Whyteleafe - one way working	•	•	£15,000	Public question from Whyteleafe Village Council December 2013. Feasibility could be carried out by the Area Team in 2015/16 with construction in 2016/17, subject to consultation.
A25 Speed Management County Boundary to the vicinity of Church Lane		•	£20,000	Petition to March 2013 Local Committee from Limpsfield Infants School. Speed surveys to be carried out 2014/15.
Tandridge Lane, Tandridge	•	•	£25,000	Member Question from Cllr Skellett September 2014. School safety zone outside St Peter's Infant School. Area team to meet with school to discuss options.
Tithepit Shaw Lane, Hamsey Green	•	•	£20,000	Petition and public question to Sept 2014 Local Committee from parents at Hamsey Green School. Measures to address road safety.
OTHER				
Various roads Outwood, speed reduction		•	£25,000	Raised by Parish Council, supported by local member. Speed surveys carried out and speed reduction would comply with Surrey Policy. No funding allocated for implementation.

KEY:

D = Design

CN = Construction

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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (TANDRIDGE)****DATE:** 12th DECEMBER 2014**LEAD OFFICER:** LYNDON MENDES
TEAM MANAGER, TRANSPORT POLICY**SUBJECT:** TANDRIDGE LOCAL TRANSPORT STRATEGY AND FORWARD PROGRAMME**DIVISION:** ALL**SUMMARY OF ISSUE:**

This paper presents the outcomes of the development of a Tandridge Local Transport Strategy (LTS) and Forward Programme. It makes recommendations that the Committee approve the Local Transport Strategy and Forward Programme.

The county council is producing Local Transport Strategies and Forward Programmes for each district and borough in the county. The purpose of these strategies is to support the growth set out within district and borough local plans and provide a programme of transport infrastructure required to deliver this growth. They also provide an evidence base for future funding bids.

The strategies are 'live documents' which will be updated at regular intervals to ensure they remain relevant and current. They will become part of the Surrey Transport Plan.

They contain two main elements. The main document provides a commentary on the transport provision and transport problems in each district or borough. It also provides possible solutions to the identified problems.

The annex contains a forward programme of transport infrastructure that we would like to see implemented in the district or borough, subject to funding. The programme would seek to address the problems identified in the main document of the strategy and mitigate the impact of future growth on the transport network.

RECOMMENDATIONS:**The Local Committee (Tandridge) is asked to**

- (i) Approve the Tandridge Local Transport Strategy and its suggested objectives
- (ii) Approve the list of schemes provided in the Forward Programme (Annex of the Local Transport Strategy)

REASONS FOR RECOMMENDATIONS:

Delivering the Tandridge Local Transport Strategy will support the County Councils priorities to promote sustainable economic growth and secure investment in infrastructure.

It also supports the District Councils objectives to reduce reliance on driving. The Tandridge Local Transport Strategy will benefit Surrey residents and businesses accommodating sustainable population growth, driving the economy and reducing

impacts on the environment.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Surrey Transport Plan is the county's third Local Transport Plan (LTP3). It is a statutory document. The Tandridge Local Transport Strategy and Forward Programme forms part of the LTP3.
- 1.2 The documents were prepared by Surrey County Council officers, working with Tandridge District Council officers. It has been subject to officer consultation in both the County Council and District Council.
- 1.3 The Tandridge Local Transport Strategy and Forward Programme were taken to the Informal Tandridge Local Committee on 14th July 2014. Members of the Committee were given the opportunity to give their comments, which were then incorporated into the Transport Strategy and Forward Programme.
- 1.4 An online public consultation was carried out from 16th September – 28th October 2014 on the Surrey County Council website. Following this, revisions were made to the Tandridge Local Transport Strategy and Forward Programme and a finalised version was produced. Details of the consultation and engagement carried out can be found in the Consultation Report (Annex 2).

2. ANALYSIS:

- 2.1 The strategy aims to identify current problems and issues on the districts transport network and where possible, list possible solutions to these problems and issues.
- 2.2 The strategy also aims to mitigate against planned growth in the district.
- 2.3 The strategy will become part of the Surrey Transport Plan.

3. OPTIONS:

- 3.1 As and when schemes are developed possible options will be investigated and evaluated. However, proposed schemes contained within the forward programme are not currently at that stage.

4. CONSULTATIONS:

- 4.1 The draft Local Transport Strategy and Forward Programme has been subject to a 6 week online public consultation, including close working with the District Council and officers at Surrey County Council. Engagement has included discussion at the Tandridge Informal Local Committee on 14th July 2014.
- 4.2 As a result of the public consultation some changes have been made to the Local Transport Strategy and a summary of these can be found in a full consultation report in Annex 2

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 This report only provides estimated costs of possible schemes scheduled within the Forward Programme.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 An Equalities Impact Assessment (EIA) has been drafted for the Tandridge Local Transport Strategy and Forward Programme.
- 6.2 No negative impacts on any protected characteristic group were identified.
- 6.3 No changes have been made to the Local Transport Strategy and Forward Programme as a result of the EIA.

7. LOCALISM:

- 7.1 The Tandridge Local Transport Strategy is a district wide document which seeks to address transport across the entire district area. Specific schemes will have local impacts in their specified areas, and these will be assessed when a scheme is brought forward. The Forward Programme will be updated on a yearly basis and will offer the opportunity for local ideas to be included in the programme during these revisions.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	Set out below.
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	Set out below

8.1 Sustainability and Public Health implications

Increased walking and cycling, where it replaces motorised forms of transport such as the car, will improve air quality and reduce carbon emission levels, which is a key objective of the Local Transport Strategy.

Transport is responsible for one third of carbon emission in Surrey. Surrey's Local Transport Plan has a target to reduce carbon emissions from (non-motorway) transport by 10% (absolute emissions) by 2020, increasing to 25% reduction by 2035 from 2007 baseline of 2,114k tonnes.

Increased walking and cycling has a positive impact on personal health. The NHS identifies cycling as an activity which provides significant health benefits.

It is expected that increased levels of walking and cycling to and around the town centre will have a positive effect on the local economy with recent studies suggesting that pedestrians and cyclists actually spend more on a trip into a town than motorists.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The Tandridge Local Transport Strategy and Forward Programme has been produced to support the growth set out within the district local plan and provides a programme of transport infrastructure required to deliver this growth. It also provides an evidence base for future funding bids.

9.2 It is recommended that the strategy is approved by the committee.

10. WHAT HAPPENS NEXT:

10.1 The Tandridge Local Transport Strategy will be taken to a Surrey County Council Full Cabinet. Subject to approval it will then be a public document on the SCC website as part of the Surrey Transport Plan. The Local Transport Strategy will be updated at regular intervals, and the Forward Programme will be updated yearly.

Contact Officer:

Lyndon Mendes, Team Manager, Transport Policy.

Consulted:

The draft strategy has been subject to a six week public consultation. Details of which can be found in Annex 2.

Annexes:

Annex 1: Tandridge Local Transport Strategy and Forward Programme

Annex 2: Consultation Report

Sources/background papers:

- Surrey Transport Plan (LTP3)
-

Surrey Transport Plan

Tandridge Local Transport Strategy & Forward Programme



December 2014



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Draft

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In writing

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03456 009 009 (8am-6pm weekdays)

By email

localtransport.strategiesinfo@surreycc.gov.uk

Surrey Transport Plan

Tandridge District Draft Local Transport Strategy and Forward Programme

December 2014

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Executive Summary

The Surrey Transport Plan is the third Local Transport Plan (LTP) 1 for the county. It is a statutory plan (required by the Local Transport Act 2008 and Transport Act 2000), which replaced the second LTP on 1 April 2011. Like the previous Plans, the Surrey Transport Plan is partly an aspirational document. The Tandridge Local Transport Strategy and Forward Programme forms part of the LTP3. Local Transport Strategies and Forward Programmes will be produced for all districts and boroughs within Surrey and will be 'live' documents, updated every 2-3 years whilst the Forward Programme (annex) will be updated yearly.

The purpose of the strategy is to support the growth set out within the district local plan and provide a programme of transport infrastructure required to deliver this growth. They also provide an evidence base for future funding bids.

The objectives of this strategy are to provide greater sustainable transport choices across the district where appropriate, relieve local bottlenecks on the road network and manage HGVs on the road network. These objectives are in accordance with Surrey's Environment and Infrastructure priorities.

In order to achieve these objectives the strategy focuses on the current issues and problems on the transport network in Tandridge. The strategy considers potential solutions and mitigation and also seeks to take account of planned future growth in the district and related work streams being carried out by the County and District Councils and by external stakeholders. A Forward Programme has been produced (see annex) which details the schemes identified to achieve the objectives set out in this strategy.

As such, the Forward Programme contains an aspirational list of transport infrastructure schemes which would achieve the objectives of the Tandridge Local Transport Strategy, subject to funding and feasibility. The programme seeks to address the problems identified in the main document of the strategy and mitigate the impact of future growth on the transport network.

The strategy has been produced by the County Council in partnership with Tandridge District Council. Public consultation on it is due to take place from September 2014. The final version will take on board comments received during consultation and will be considered by the Tandridge Local Committee and by Surrey County Council's Cabinet to be adopted as part of Surrey's Local Transport Plan (LTP3).

¹ http://www.surreycc.gov.uk/data/assets/pdf_file/0010/842698/01-STP-Executive-summary-July-2014.pdf

1 Introduction

- 1.1 This transport strategy and Forward programme is part of the [Surrey Transport Plan](#) (LTP3) and supports the District Local Plan. The LTP3 is the county's third Local Transport Plan and is a statutory document. The Surrey Transport Plan sets out the strategy to help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey, in order to promote economic vibrancy, protect and enhance the environment, improve the quality of life, and reduce carbon emissions.
- 1.2 Local transport strategies have been developed to take account of and provide a plan for addressing transport problems and opportunities in a geographical area. A local transport strategy (LTS) has been produced for each district and borough in the county
- 1.3 This LTS considers the District Local Plan and is a key document in informing the response to Central Government and the Coast to Capital Local Enterprise Partnership (LEP) in terms of potential funding bids. The emerging local transport strategies were used to respond to and inform the LEP Strategic Economic Plan which considers the ability of highway and transport interventions to achieve growth in terms of jobs, employment floor space and housing created. The LTS also considers interventions required to address existing problems on the transport network. Finally, the LTS is a mechanism to respond to and inform Community Infrastructure Levy (CIL) requirements.
- 1.4 The LTS is a 'live document' that it is intended will be updated every two to three years. The LTS consists of two main parts:
 - The main document, which provides a commentary on the characteristics, problems and opportunities in the area
 - An annex consisting of a forward programme detailing highway and transport interventions to address the problems identified.
- 1.5 The LTS sets out the short, medium and long-term approach by which Surrey County Council and Tandridge District Council seek to encourage sustainable travel patterns and manage congestion in the district.
- 1.6 The schemes we have outlined in the forward programme are intended to provide a cohesive package of measures to address all modes of transport and to work towards providing an effective choice of transport for all users.
- 1.7 The forward programme identifies a number of transport infrastructure schemes which could be implemented over the next 15 year period, subject to feasibility and funding. The status of each scheme has been defined as:
 - local schemes, at a cost less than £250,000
 - intermediate schemes, at a cost between £250,000 and less than £2m, or
 - Major schemes, at a cost of £2m and above.

1.8 The forward programme will help the county council and district council to agree strategic infrastructure delivery priorities and guide future investment from a range of funding sources including:

- Major schemes funding via the Coast to Capital Local Transport Body
- Potential funding via the Coast to Capital Local Enterprise Partnership (LEP)
- Local Committee funding including the Integrated Transport Block (Minor improvement schemes)
- Developer contributions including the Community Infrastructure Levy and Section 106 agreements.

Structure of Document

1.9 The Tandridge District Local Transport Strategy & Forward Programme is structured as follows:

Chapter 2	Chapter 3	Chapter 4	Chapter 5	Chapter 6	Chapter 7	Chapter 8
• Objectives and delivery priorities	• Tandridge Transport Network	• Tandridge Transport Trends	• Future Growth and its Impact	• Related workstreams and projects	• Places in Tandridge	• Forward Programme, Funding and Delivery

1.10 Chapter 2 'Objectives and delivery priorities' outlines the agreed objectives for the strategy, based on any issues on the transport network

1.11 Chapter 3 'Tandridge Transport Network' describes the key highways, public transport, walking and cycling infrastructure in the district and describes overall issues experienced on the transport network.

1.12 Chapter 4 'Tandridge Transport Trends' outlines the key trends on the Tandridge transport network.

1.13 Chapter 5 'Future growth and its impact' outlines planned growth in the district.

1.14 Chapter 6 'Related workstreams and projects' places this transport strategy in a wider context.

1.15 Chapter 7 'Places in Tandridge' gives descriptions of the local transport networks in the districts main settlements.

1.16 Chapter 8 'Forward Programme, Funding and Delivery' outlines the main funding sources which it is anticipated may be used to deliver the schemes included in the annex, in line with the objectives.

2 Objectives and delivery priorities

- 2.1 This chapter sets out the objectives of the Tandridge Local Transport Strategy and the visions and objectives of the documents which influence these objectives. The objectives of this strategy have been developed using the Surrey Transport Plan (LTP3), the SCC Environment and Infrastructure Directorate Priorities and the Tandridge Council Core Strategy. These documents, and their visions and objectives, have been summarised below.

Tandridge Local Transport Strategy Objectives

Objective 1

Provide greater sustainable transport choices across the District where appropriate

- Improving car parking at railway stations across the district
- Improvements to bus services and bus infrastructure
- Provide a more integrated and joined up public transport network
- Improve pedestrian and cyclist accessibility to settlements areas and railways and improve safety

Objective 2

Relieve local bottlenecks on the road network

- improve journey time reliability
- improve local environments for settlements

Objective 3

Manage HGV traffic across the road network

- Implement various HGV traffic measures to mitigate the impacts of HGVs on settlements within the District

- 2.2 The objectives outlined above have been considered in relation to specific areas across the District. The documents which influence these objectives are summarised below:-

Vision and objectives of the Local Transport Plan LTP3

Vision

To help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey; in order to promote economic vibrancy, protect and enhance the environment and improve the quality of life.

Objectives

Effective transport: To facilitate end-to-end journeys for residents, business and visitors by maintaining the road network, delivering public transport services and, where appropriate, providing enhancements.

Reliable transport: To improve the journey time reliability of travel in Surrey.

Safe transport: To improve road safety and the security of the travelling public in Surrey.

Sustainable transport: To provide an integrated transport system that protects the environment, keeps people healthy and provides for lower carbon transport choices.

Surrey County Council Environment & Infrastructure Directorate Priorities 2014/15²

Vision: A leading economy and an attractive environment, with better roads and transport networks.

1: Maintain and improve highway and transport infrastructure to support economic growth

- Repair road defects within appropriate timescales.
- Deliver the county council priority to renew 100 km of the county's roads.
- Work with the Local Enterprise Partnerships (LEPs) to secure funding to enhance highways and transport infrastructure.
- Invest up to £10m to tackle damage to roads from severe weather and flooding.

² This document mainly addresses SCC E&I Directorate priorities 1,2 and 4. Theme 3 can be found on the Surrey County Council [website](#).

2: Optimise the use of highway and transport infrastructure to support health, wellbeing and economic development

- Deliver the Travel SMART programme.
- Deliver the Surrey cycling strategy with Local Committees.
- Complete the passenger transport review.
- Develop business cases for major transport schemes to secure required funding.

4: Enable and facilitate the sustainable development of key 'places' in Surrey

- Work with Districts and Boroughs to support investment in key places in Surrey.
- Support the county council priority to deliver the necessary additional school places through a robust and timely planning process.

Tandridge Core Strategy Spatial Vision

Tomorrow's Tandridge will be a place where the community lives and works within environmental limits; where the wider environment and the distinctive and attractive character of the towns, villages and the landscape is protected and enhanced. It will be a place that is safe and secure; where social exclusion and poverty is minimised and where vulnerable people are supported.

There will be adequate housing, infrastructure, services and improved public transport to meet the needs of all sections of the community.

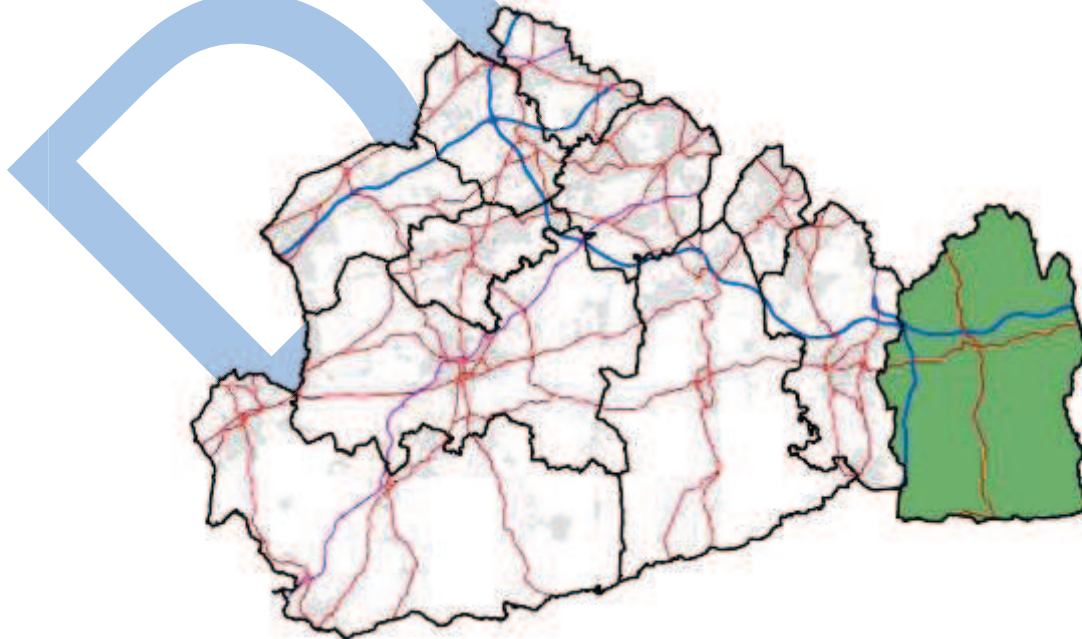
The above features will be underpinned by a successful and sustainable economy with viable and vital town centres serving Oxted and Caterham, and thriving villages and rural areas that meet the needs of their communities.

3 The Tandridge Transport Network

- 3.1 The following Chapter aims to give a description of the current transport network within Tandridge. It describes the districts context within the South East of England and Surrey; it then goes into further detail, focusing in on the modes of transport and the infrastructure available across Tandridge.

Surrey and its transport network

- 3.2 The county of Surrey is located within the South East region of Great Britain and contains 11 districts. Surrey has a population of 1.144 million¹ and, with an area of some 1,670 square kilometres², is one of the most densely populated counties in England. Much of the county is rural and is protected by the green belt. Surrey, however, also contains large urban areas, mostly concentrated in the north of the county, where it adjoins the London conurbation. Due to Surrey's location next to London, and the proximity of both Heathrow and Gatwick Airports, there is considerable demand for movement within, to, from, and through the county.
- 3.3 Surrey's road network has developed over many years to suit the prevailing movement demands. The strategic network, comprising motorways and trunk roads, has evolved principally to serve London, with several nationally important routes passing through the county, including the M3, M23, M25 and the A3.
- 3.4 The local bus network is an integral part of the transport system in Surrey providing valuable transport provision to communities and supporting the economy. Some of the more urbanised areas of Surrey, and particularly those areas bordering London are relatively well served by bus services.



- 3.5 There are currently 84 railway stations in Surrey and the county is served by an extensive rail network, 11 of which are in Tandridge District. Movements to and from central London are well catered for via the main London to Brighton line,

London to Portsmouth / Southampton services and various secondary and branch line services. There is limited provision for orbital movement across the rest of Surrey, though the North Downs Line connecting Gatwick and Reading via Redhill and Guildford, the line from Redhill to Tonbridge, the Ascot-Aldershot line and the Virginia Water to Weybridge route offer opportunities to move from one part of Surrey to another without having to interchange closer towards London.

- 3.6 The district of Tandridge is the most easterly of the eleven districts and boroughs in Surrey, bordering Kent to the east, London to the north and East and West Sussex to the south and is considered to be predominately rural.
- 3.7 The District is one of the largest in terms of area in Surrey covering an area of 248km², but with a population of just under 80,000 it has the lowest population density in the county. 94 percent of the District is designated as green belt restricting the level of development likely to come forward.
- 3.8 There are three main built up areas which consist of Caterham, Warlingham/Whytleafe in the north and Oxted/Hurst Green/Limpsfield just south of the M25 motorway. There are two larger rural settlements Lingfield in the south-east and Smallfield in the south-west. There are also a number of villages and some other smaller settlements and areas of sporadic development in the Green Belt. The vision and policies of the Core Strategy and LTP3 have informed the aims and objectives of the strategy and implementation programme.

Motorways and Principal Route network (PRN)

Table 1 Road hierarchy in Tandridge

Road Type	Category		Responsibility
Motorway	Motorway	Strategic Road	Highways Agency
A trunk	Primary Route Network	Network	
A principal	Distributor Road Network	Non-Strategic Road Network	Surrey County
B			Council
C			
Unclassified	Access Roads		

- 3.9 The road network in the District can be split in terms of responsibility between the county council and the Highways Agency
- 3.10 The Highways Agency is responsible for the M25 and M23 in Tandridge, whilst the county council is responsible for the remainder of the public road network..

- 3.11 Surrey has relatively high levels of usage on its roads and there are particular congestion issues in many areas of East Surrey at peak times. There are significant volumes of traffic passing through the District including on the M25 and M23. In part this is due to:
- a) Gatwick Airport which employs approximately 25,000 on airport; and
 - b) The pattern of residents choosing to live further out from London than their place of work, resulting in an inward drift of traffic in the morning peak and outward drift in the afternoon/evening peak.
- 3.12 The M25 passes east to west through the northern part of the District. Junction 6 of the M25 is at Godstone. The M25 is of strategic transport importance and can have a large impact on the Tandridge transport network when severe congestion occurs between Junctions 5 and 7. This can result in associated congestion at Junction 6 (Godstone) leading to severe congestion on the A22 and A25 corridors. Severe congestion on the M25 between Junctions 5 and 7 can also result in problems when travelling to and from Gatwick Airport via the M23. The M23 running north to south cuts through the western part of the District, joining the M25 at Merstham at the border between Tandridge and Reigate and Banstead.
- 3.13 Roads outside of the District boundary also impact upon the Tandridge road network. The M25 and A23 merge at Hooley in Reigate and Banstead, which can cause congestion in the A23 corridor in this part of northern Surrey. Local MPs have lobbied the transport minister about the Government's commitment to progress a new interchange between the A23 and the M25 at Hooley which would allow M25 traffic direct access to the Redhill area. The Highways Agency have collected data and are currently reviewing investment options for the A23 corridor. It is not yet known whether a new interchange at Hooley will be included in the Highways Agency Trunk road investment programme.
- 3.14 A number of A and B roads pass through the District. The A roads consist of the A25 (which is part of the tactical diversion route when the M25 is closed due to incidents), the A22 and A264. The A25 runs east to west across the District from Sevenoaks in the east to Reigate and Banstead Borough to the west. The A22 runs north to south entering the District at Whyteleafe in the north and leaving the District at Felbridge in the south. Lastly the A264 passes through the south west corner of the District and joins up with the A22 at Felbridge.
- 3.15 B roads in the include the B269 which enters the district at Hamsey Green and leaves the District at Limpsfield Chart going into Kent and the B2024 which connects with the B269 at Botley Hill and runs into Kent leaving the North Downs just below Tatsfield.
- 3.16 Although the District is predominately rural, its location on the edge of London, and on national routes to and from the channel ports, contributes to a number of Heavy Goods Vehicle problems for its communities.

- 3.17 In addition to congestion problems, HGV traffic is also a prominent issue impacting the District. The M25 in the District forms part of the strategic road network connecting the channel ports with London and the rest of the UK.
- 3.18 Redhill has no direct access to the M25/M23 which means that many vehicles including HGVs bound for the town, exit the motorways at the Godstone interchange and travel west along the A25 to Redhill. HGV traffic accessing mineral working sites and a waste transfer station alongside the A25 between Redhill can compound this problem and can have a detrimental environmental impact on the villages along this route. The A25 east of Godstone also deals with HGV traffic with mineral sites operating in this area impacting upon Oxted.
- 3.19 Congestion occurs in the morning peak on the A25 corridor through Godstone, Bletchingley and Nutfield on the approach to Redhill.
- 3.20 In the southern part of the District, Lambs Business Park accessed by Tilburstow Hill Road and Hobbs Industrial Estate accessed by the A22 place additional HGV vehicles on the road network .
- 3.21 The District also suffers from problems relating to HGV roadside parking. A study carried out in 2010 found that roadside parking in South London and Surrey revealed that many HGVs, after entering the UK at the channel ports, break their journey within Surrey before travelling into London or beyond early the next day. There is very little lorry parking within the London area which puts pressure on areas alongside roads in this part of Surrey. Overnight parking facilities are provided on the M25 at the Clackett Lane Services and the recently completed Cobham services but many drivers seek to avoid the high cost of this service by parking at formal and informal parking areas alongside the A25, A22 and A23.
- 3.22 As the local transport authority, the county council only has limited powers in regulating HGV movements. The county council as the Transport Authority can restrict the number of HGV movements generated from activities relating to minerals and waste by placing restrictions on the number of HGV movements from mineral and waste sites in the County.

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Figure 1 Settlements, Road and Rail Network in Tandridge

Bus provision

- 3.23 There are a number of Tesco shuttles, operated by Metrobus which provide services to Hookwood Tesco store.
- 3.24 Buses connect some areas of the district to Gatwick Airport such as the 236 service from Oxted which travels via Lingfield, Horne and Smallfield.
- 3.25 The main bus service from Godstone to Caterham is the hourly service from East Grinstead via Gatwick Airport.
- 3.26 From the 1st of September a new Monday to Friday bus service started running hourly from Warlingham to Reigate via Whyteleafe and Caterham. This is an enhancement of the current route 657 which operates a school day only service.
- 3.27 Buses 4U is a completely flexible type of local bus service that has no fixed route or timetable. The route and timings of the bus are determined by the requests made by would-be passengers. If there are no bookings then the bus does not have to operate. This type of rural bus service is known as Demand Responsive Transport. The service is open to anyone living in Tandridge District who does not have access to other bus or rail services. For those with mobility difficulties the buses are fully accessible by means of a passenger lift or ramp. Buses 4U is operated in Tandridge District by the East Surrey Rural Transport Partnership on behalf of Surrey County Council.
- 3.28 Surrey County Council will seek to implement improvements to bus infrastructure as and when funding becomes available. Improvement measures will include:
- Improvements to bus stop infrastructure along bus corridors including destinations along route – raising kerbing to improve accessibility, provision of seating at bus stops, provision of bus shelters, standardising bus stop layout and alignment to increase reliability and other information and accessibility improvements
 - Real Time Passenger Information – equipping bus routes that are not yet on the Surrey RTPI system, installing displays at bus stops, providing information at bus stops on how to obtain RTPI on smart phones/mobile phones or internet
 - Surrey-wide smartcard ticketing system working in partnership with bus operators
 - Intelligent bus priority and other traffic management measures along bus routes
 - Accessibility/safety improvements at railway stations (working in partnership with train operating companies)
 - Provision of Community Transport in the area to assist with transport for those who may have mobility problems or other issues which may mean they cannot access public transport.

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Rail provision

- 3.29 Rail services into London via the East Grinstead and Uckfield lines and Caterham branch are generally good. The District is crossed by the Redhill to Tonbridge line; however services are infrequent. The frequency of the Caterham service is four trains per hour, serving Victoria and London Bridge.
- 3.30 Public transport in the District is well served by railways both east/west and north/south. The sole east/west railway runs between Redhill and Tonbridge with two stations in the District, namely Godstone and Nutfield.
- 3.31 Services on the line no longer serve Gatwick Airport, Three Bridges and Tunbridge Wells but serve London Bridge, London Victoria Tonbridge and Redhill. The north/south lines consist of three lines. The Caterham line has services to and from London via Purley and East Croydon. Stations on this line include Caterham which is the Terminus and Whyteleafe South and Whyteleafe. Services to Carterham from London are limited later at night.
- 
- 3.32 The East Grinstead line has services between London and East Grinstead via East Croydon with stations in the District on this line at Upper Warlingham, Woldingham, Oxted, Hurst Green, Lingfield and Dormans. The Uckfield line leaves the East Grinstead line south of Hurst Green with services between Uckfield and London Bridge. Some of these services are fast between Oxted and East Croydon.
- 3.33 Due to a large percentage of the working population commuting to London, the majority of these journeys are made by public transport, including rail.
- 3.34 Crossrail 2 regional scheme if progressed would have benefits for residents in Tandridge District travelling to and from London via Clapham Junction. These benefits would be as a result of better connectivity created at Clapham Junction for journeys such as through London journeys via the West Anglia Main Line.
- 3.35 Caterham and East Grinstead Lines have been included in the proposed [Thameslink](#) service pattern on weekdays at particular times from December 2018. This is a £6.5bn government-sponsored programme which is improving north south travel through London and the inclusion of Caterham and East Grinstead will result in through Central London journeys being able to be made by residents in the District without the necessity to change trains.
- 3.36 A number of rail initiatives have been submitted for inclusion in the Coast to Capital Strategic Economic Plan and for funding which are included within the Annex such as the Brighton Main Line 2 scheme which would require massive investment.

- 3.37 Within Tandridge there is an issue of train overcrowding. There is a proposal for additional rolling stock to enable longer trains to run on the Uckfield Line, which at present suffers from problems of overcrowding on peak time services. Additional capacity will be provided as soon as possible to relieve crowding on this busy route. Timing will depend on when suitable diesel rolling stock becomes available.
- 3.38 With effect from the 5 January 2015, the 0914 Oxted to East Croydon service will be extended to run to London Bridge. This enhancement will be of particular benefit for passengers wishing to travel to London.
- 3.39 Surrey County Council will continue to work in partnership with train operators, Network Rail and Tandridge District Council for the improvement of both car parking and cycle parking for commuters at railway stations in the District where appropriate.
- 3.40 There are issues around parking provision in many of the train stations in Tandridge, where car parks are full at peak times and passengers using the station park on nearby roads. SCC have produced a parking strategy, details of which can be found in Chapter six of this document.

Walking and cycling provision

- 3.41 There is around 580km of public rights of way in Tandridge offering opportunities for walking and cycling in both rural and urban areas. Paths vary considerably in nature but offer significant potential to help deliver sustainable transport improvements
- 3.42 Tandridge is mainly rural in nature and as a result offers many opportunities for leisure cycling. The quiet country roads, in particular, offer delightful leisure rides for the whole family. There are three existing signed cycle routes: National Cycle Route 21, Surrey Cycleway and Yew Tree Way. These will be improved and promoted widely. The Surrey Hills run through the northern part of the Tandridge District providing a pathway for pleasant walking. The major routes include the North Downs Way National Trail route runs in the district between Ockley Hill and south of Tatsfield and the Greensand Way runs from South Nutfield to Limpsfield Chart via Oxted.
- 3.43 The Tandridge District Council continue to work with the Highway Authority and the Train Operating Companies to provide cycle racks in the town centres and at railway stations.

Access to Airports

- 3.44 Tandridge District is in close proximity to Gatwick Airport; which borders the District to the south west. Currently it is quickest to travel to both Gatwick and Heathrow airports by car from nearly everywhere in Surrey, even at peak times. Over 80% of passengers from Gatwick Airport travel by car as do employees.



- 3.45 By rail, there is no direct access to Gatwick Airport from the District. People travelling to Gatwick are required to travel via East Croydon in Greater London making travelling by car more attractive.
- 3.46 A new service between Kent and Gatwick Airport on the Tonbridge-Redhill Line would benefit the area east of Gatwick Airport. Links between Kent and Gatwick Airport are important and improved links and services via Tonbridge would provide effective rail links to and from Ashford International with connections to Eurostar services as well as Gatwick Airport. This a service would help to contribute to increasing access to and from the Airport by public transport and could assist in reducing traffic on the M25 through Tandridge District, reducing the associated carbon emissions as well as providing a much needed link between Kent and Gatwick Airport.
- 3.47 Access by road from the northern part of the District is by the M25 and M23. Access by road to Heathrow airport is by the M25 and M4.
- 3.48 Public transport to both airports needs to be faster with more direct services from Surrey towns to provide an alternative to car travel for passengers and employees. The main bus services to Gatwick from the District are from Godstone and Caterham with services every 30 minutes. An hourly service is available from Smallfield.
- 3.49 Rail access to Heathrow airport from the District requires travelling to London Victoria to connect to services to Heathrow. As an example journeys from Oxted take over 2 hours whilst travelling by car is only an hour meaning travelling by car is far more attractive. Potentially in the future the reintroduction of a rail service between Kent and Gatwick Airport using the Redhill-Tonbridge railway line would improve public transport to and from the Airport. The potential of this rail service is likely to depend on whether additional airport capacity will be located in Gatwick or supported at other airports. This scheme has been submitted for inclusion into the Coast to Capital Strategic Economic Plan.

4 Tandridge Transport Trends

4.1 This chapter describes the travel patterns within Tandridge and the many trends which affect transport in the district.

4.2 It is split into four sections;

- demographic and socio economic trends
- environmental issues
- safety
- economic circumstance

4.3 . By looking at these four areas this chapter will give an understanding of the factors affecting transport in Tandridge.

Demographic and socio economic trends

4.4 One of the most influential demographic factors upon the demand for travel is population; specifically the impacts of population growth and the desire for people to live in smaller sized households.

4.5 Surrey's population density varies considerably across the county. Dense urban areas are located in the north within the M25 and in the large towns of Guildford, Woking, Reigate/Redhill and Farnham south of the M25. These dense urban areas are separated by low density rural areas. 83% of the population live in these urban areas which cover just 34% of the county.

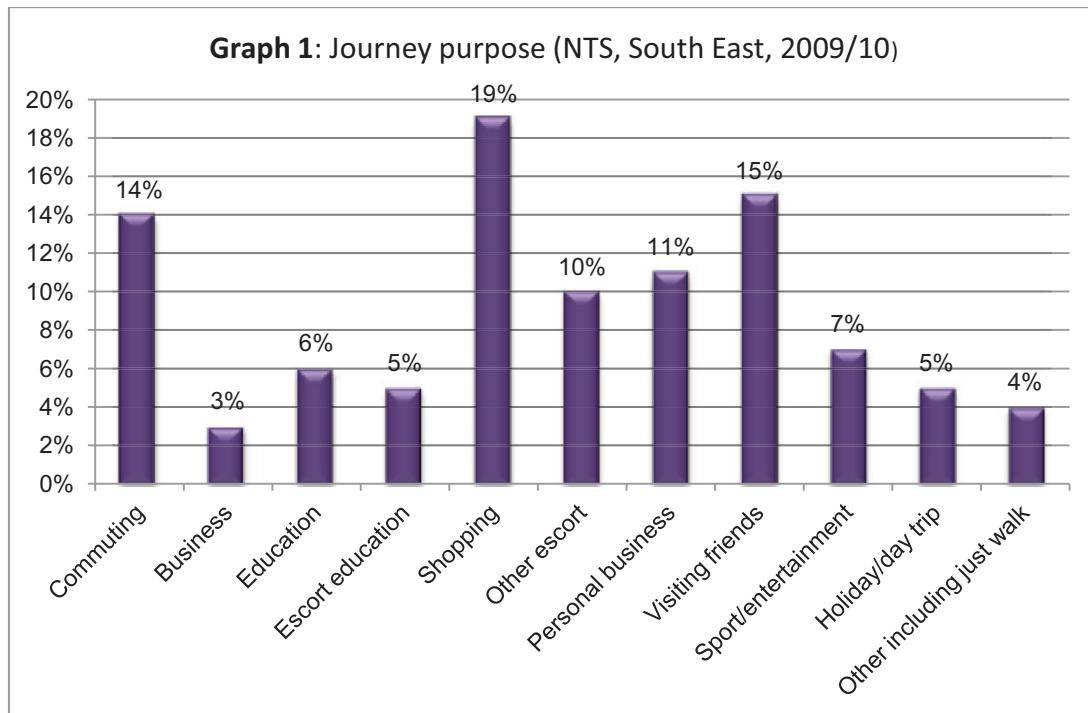
4.6 Between 2008 and 2013, Surrey's population grew by 3.7%. This trend is projected to continue over the next 20 years at a rate of about 3.6% per year. Along with increases in population, the number of households has also increased over time, by 11.3% since 1991 and 21.6% since 1981. The number of households in Surrey in 2011 was 455,791. If trends in personal travel demand remain constant, then the growth in population together with the desire to live in smaller households will result in an increase in future travel demand

4.7 The population of the District is almost 83,000 (2011 Census). Since 2001 the population has grown by 4.7%. Over the next twenty years there is expected to be a decline in the number of children and a significant decline in the number of people in the 25-44 age group and an increase in the number of people above retirement age as the current population gets older.

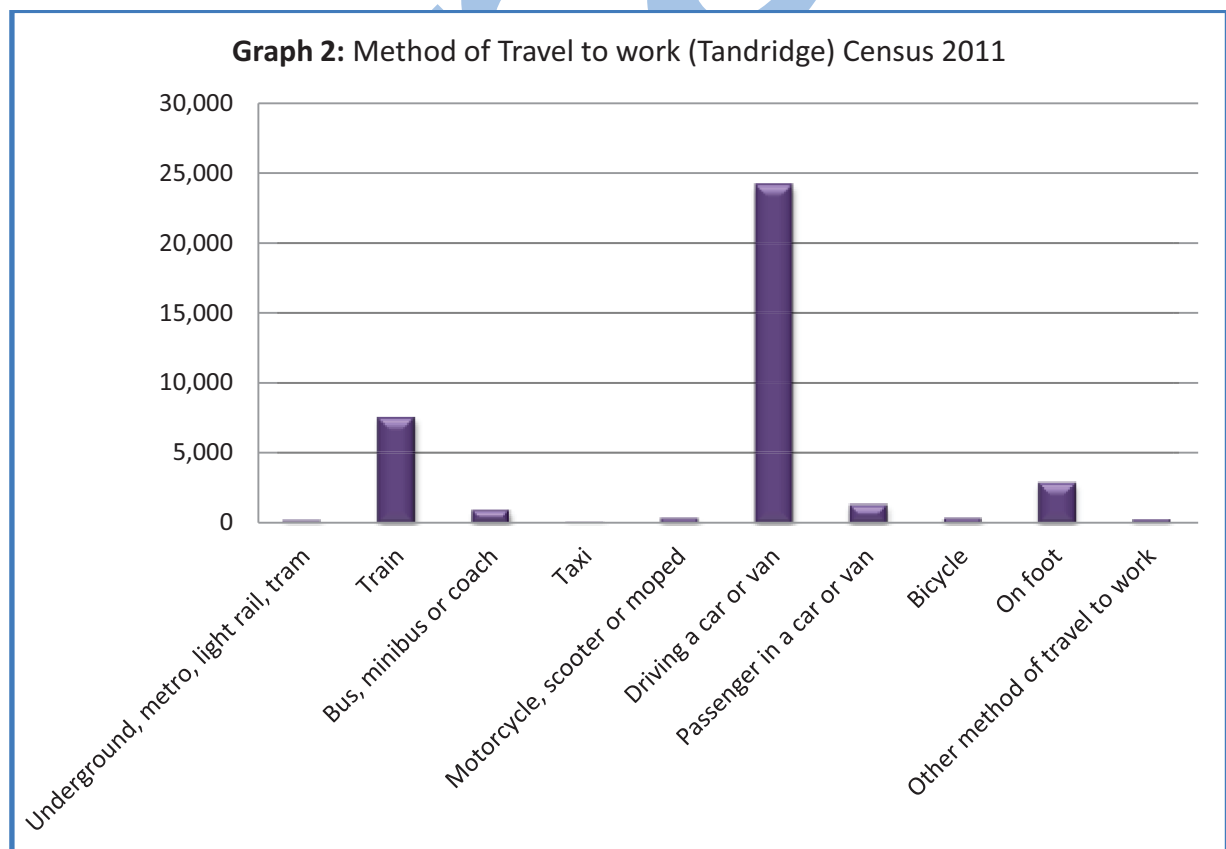
4.8 Graph 1 shows journey purpose (by number of trips made) in the South East region in 2009/10³.

³ National Travel Survey dataset 'NTS9906 Average number of trips (trip rates) by purpose, region and area type: Great Britain, 2009/10'

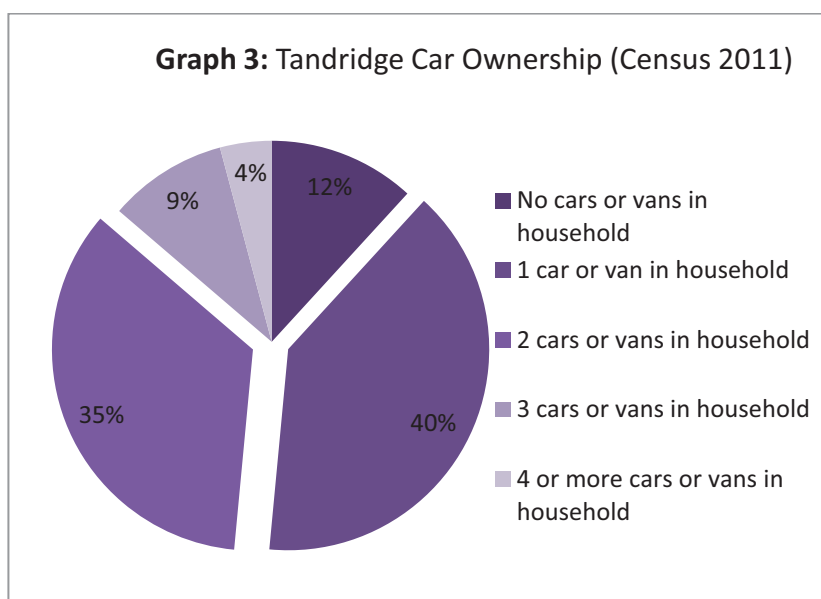
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- 4.9 In Tandridge the majority of people (57.6%) travel to work by driving a car or a van. The second most popular method of travel to work is train (18.1%) and by foot is third most popular (6.97%) although 8.6% of residents work mainly from home.



- 4.10 88.2% of households in Tandridge have access to one or more cars higher than the South East average of 81.4% and the England average of 74.2%.



- 4.11 Journeys less than 5km are considered to be most receptive to change given their shorter distance. Over half of journeys in Tandridge of fewer than 5km are taken by car or van and almost a quarter are taken by foot. This indicates the possibility of modal shift in the District. Only 1.9% of journeys less than 5km are taken by bicycle. This may be due to the hilly nature of much of the geography in Tandridge in the northern more urbanised areas but also due to a lack of adequate cycling infrastructure.

Table 1 – Mode of transport by distance

Mode	<2km	>2km- <5km
Driving a car or van	46%	73%
On Foot	40%	5%
Passenger in car or van	6%	10%
Train	2%	3%
Bus, Minibus, Coach	2%	6%

- 4.12 Of the working population in Tandridge 42 percent work within the District, 32 percent of the working population commute to London with the majority commuting to inner London and Croydon, 13 percent commute to areas in

Surrey, 8 percent commute to West Sussex. The remaining 5 percent of the working population commute to Kent and other areas in the south east. In terms of commuting outside of the District this is the highest out of all of Surrey. In terms of method of travel to work, Tandridge has the highest levels of commuting by train to work in Surrey with 13 percent of people travelling to work using this method. The majority is by car equating to 62 percent.

4.13 In commuting to the District is 12,590 from the following areas:

- Outer London – 4,058 people
- Kent – 1802 people
- East Sussex – 712 people
- West Sussex – 2,785 people
- Rest of Surrey – 4,874 people
- Rest of UK – 1,306 people

4.14 As 42% of working residents of Tandridge work within the District, this presents an opportunity to improve travel options around the District and increase the number of short journeys being taken on public transport or by foot and bicycle.

Environmental Issues

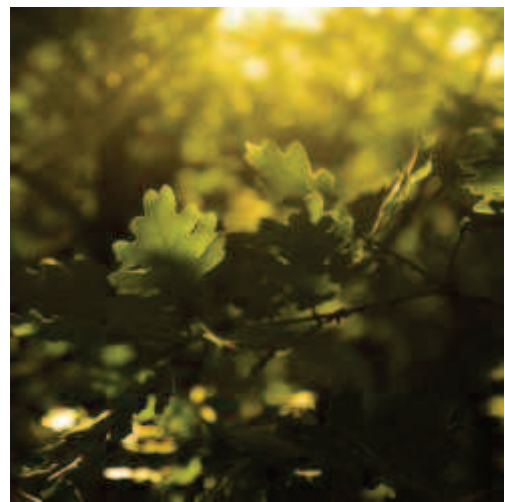
Climate Change

4.15 In recent years there has been increasing concern at the increase in extreme weather events and the changes in climate that the county will face. The most recent government predictions have made it clear that over the next few decades Surrey will certainly be affected in many different ways. These changes will bring both threats and opportunities.

4.16 Increased intensity of rainfall will bring threats of flooding and subsidence, adversely affecting transport infrastructure including roads, bridges and the rail network, as will hotter and drier summers. At the same time a warmer climate will provide increased opportunities for tourism destinations and new crops for farmers. Consequently public services and infrastructure will need to change in response to a changing climate, which will be challenging.

4.17 Transport is a major contributor to global climate change. Carbon dioxide emissions from transport in the UK grew by 98% between 1971 and 2001 and transport's share of total emissions is predicted to increase from 24% in 2006 to 30% in 2022 according to the Committee on Climate Change. Acting on transport's role in mitigating against this is an increasing local and national priority.

4.18 Between 2005 and 2007 there was a 3% absolute reduction in CO2 emissions from transport in Surrey and a 5% per capita reduction. Research from 2008 shows an estimate of 2,029 ktonnes for total transport CO2 emissions and 1.84 tonnes CO2 per capita. This equates to a 7.8% reduction



since 2005 in absolute figures and 10% per capita reduction.

- 4.19 Further information is available in the Climate Change strategy detail of which can be found in Chapter 6 of this document.

Air Quality

- 4.20 Air pollution in the UK harms human health and the environment. Air pollution can have a long-term effect on people's health associated in particular with premature mortality due to heart and lung effects. 143,200 Surrey residents (13.5%) have a long-term illness or health problems. People in Surrey have a high life expectancy and this is improving over time. In the short term, high pollution episodes can trigger increased admissions to hospital and contribute to the premature death of those people that are more vulnerable to daily changes in levels of air pollutants.
- 4.21 Road traffic is a key issue in relation to air quality. Stop start driving conditions and slower vehicle speeds resulting from congestion can lead to higher roadside pollutant concentrations, hence causing greater risks to pedestrians and adjacent residential properties.
- 4.22 In general, emissions of nitrogen dioxide and fine particulates are reducing partly due to improved EU vehicle engine standards. However, there are individual areas that can prove problematic to resolve. Further tightening of EU standards is proposed and will continue to push emissions of these pollutants down for the foreseeable future.
- 4.23 Further information is available in the Air Quality strategy details of which can be found in Chapter 6 of this document.

Safety

- 4.24 One of the aims of the Surrey Transport Plan is to improve road safety and the security of the travelling public in Surrey. In order to achieve this objective, Surrey County Council works with Surrey Police through the Drive SMART partnership with the aim to reduce road casualties, tackle anti-social driving and make the county's roads safer for everyone. The partnership produced a strategy in 2011 which includes a number of measures or interventions by which Drive SMART seek to address road safety issues in Surrey. These include road safety engineering, police enforcement, driver rehabilitation courses, school speed watch and school crossing patrols, as well as school and workplace travel planning.
- 4.25 The county council adopted a Road Safety Outside Schools policy in June 2014, which recognises that safety of children outside schools is one of the most frequently expressed road safety concerns, identifying the high level of vehicle, pedestrian and cyclist activity outside schools at drop-off and pick-up times as a cause of congestion and safety concerns and provides guidance on how the county council will respond to concerns. The policy can be viewed here. The guidance is intended to help the council remove barriers to safe walking and cycling to school, promoting active travel and helping address congestion.

- 4.26 In 2012, a total of 495 people were reported as injured in road collisions in Tandridge. Of these, 2 were killed and 48 were seriously injured. This compares with a total of 5,565 people reported as injured in road collisions in Surrey. Of these, 18 were killed, and 556 were seriously injured⁴.
- 4.27 Over recent years there has been an increase in the number of cyclists seriously injured on Surrey's roads - from 49 in 2008 to 122 in 2012.
- 4.28 Rural road safety is a key issue in many areas across Surrey, including Tandridge. These roads can present different challenges to urban roads. The SCC road safety team are committed to improving road safety in urban and rural environments and using the appropriate solutions in each.

Economic Circumstance

- 4.29 Existing transport infrastructure capacity
- 4.30 Whilst the transport network serves to facilitate movement around the District and includes key regional links, some of the characteristics of the network itself act as constraints to its performance. These include:
- Due to the size and rural nature of the District there is poor public transport accessibility from rural areas leading to a high dependency on the use of a car
 - The hilly topography of the northern part of the District can make sustainable travel solutions less feasible
 - The A25 and A22 corridors are tactical diversion routes for when incidents on M23 and M25 occur leading to very high levels of traffic congestion
 - Due to the strategic location on the boundary of Greater London many people commute out of the District leading to congestion and a lack of car parking at rail stations
 - The contains national routes to and from the channel ports contributing to a number of HGV problems for the District's communities
 - There are some gaps in pedestrian and cyclist infrastructure especially on the A22 and A25 corridors
- 4.31 This strategy seeks to promote schemes (Annex) which help address these problems where feasible. The problems listed above contribute to congestion on the road network which results in unreliable journey times and related delay.

⁴ <https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

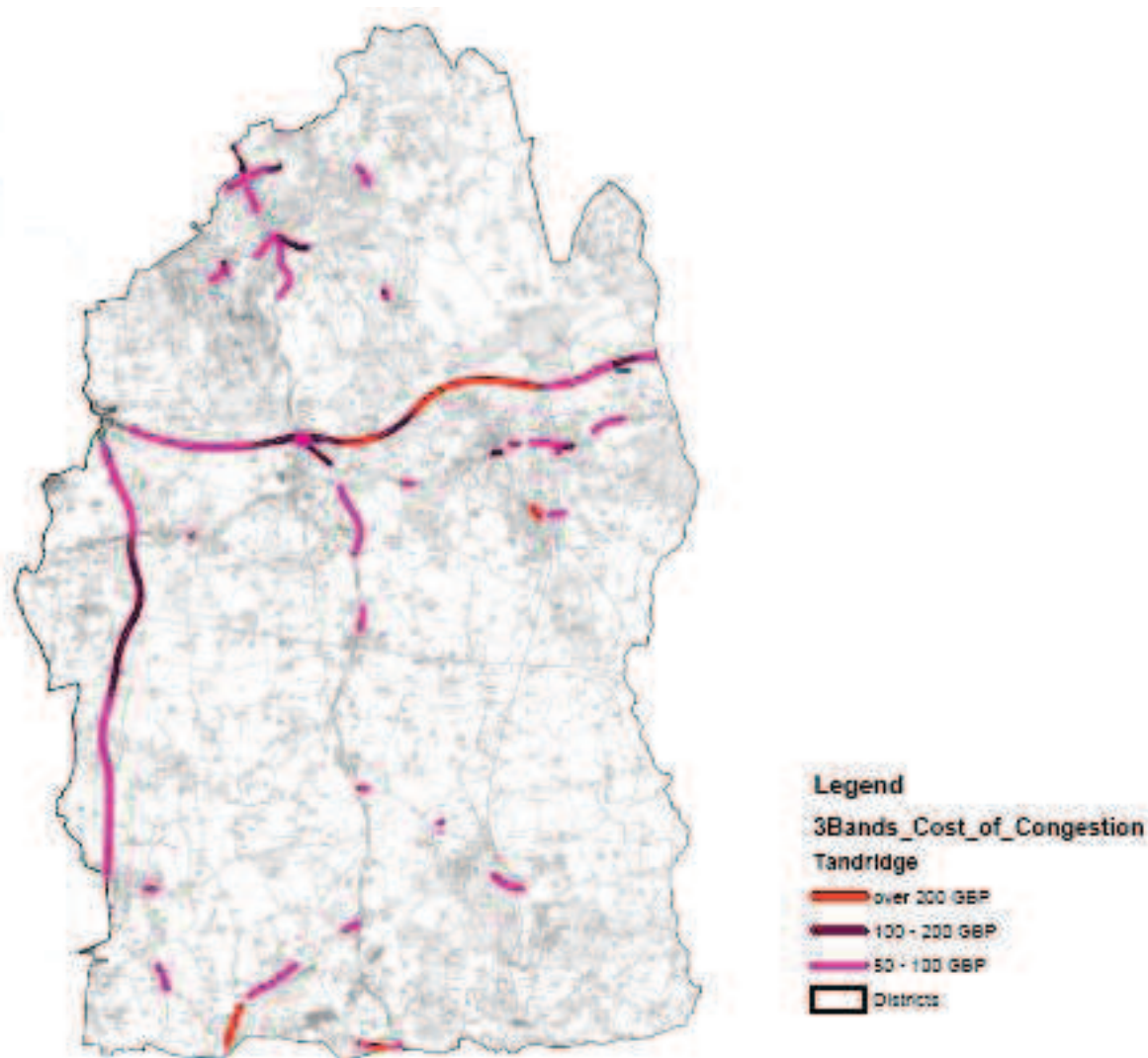
- 4.32 Travel behaviour and high dependency on the private car also contributes to congestion, particularly during peak travel times. This strategy seeks to address all modes in order to encourage travel by more sustainable means than the private car.

The cost of congestion

- 4.33 Impact on the highway network of proposed development can also be viewed in terms of existing levels of congestion. Congestion problem areas on the highway network within the district of Tandridge have been identified using 'Cost of Congestion' mapping using (CJAMS).
- 4.34 The map uses the difference in free-flow and congested travel times, weighted traffic flows and monetary values for different vehicles types to calculate cost of congestion for each road in the morning peak period.
- 4.35 Congestion issues on the local road network can lead to other transport related problems such as delays to car drivers, pedestrians and public transport users, it can also act as a barrier to movement and contribute to the potential risk of increased traffic collisions. Congestion is also the key issue in relation to air quality. Stop start driving conditions and slower vehicle speeds resulting from congestion can lead to higher roadside pollutant concentrations, hence causing greater risks to pedestrians and adjacent residential properties.
- 4.36 The cost of congestion highlights congestion issues on the strategic road network comprising on the M23 and M25. It also highlights congestion hotspots on the A22, A25 and A264. The other areas highlighted within the plan have been looked at with the majority being in close proximity to schools which provides an explanation for these areas.

Existing cost of congestion on the road network in Tandridge District

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(Source: Congestion Journey Time Acquisition Monitoring System (CJAMS)
 DfT 07/08)

4.37 Parking is seen to influence congestion in three main ways; firstly at a strategic level the availability of parking has a direct influence on modal choice, secondly, in places where there is a high demand for parking, congestion can be exacerbated by queuing at car park entrances and circulating traffic seeking on-street spaces, thirdly, both legal and illegal on-street parking leads to a reduction in the amount of road space available for through traffic, creates bottlenecks, reduces traffic flow and increases journey times.

4.38 Further information is available in the Parking strategy, described in Chapter 6.

5 Future growth and its impact

- 5.1 This chapter will look at the future growth expected in the district of Tandridge and the impact this may have on the transport network. It will then look at how these impacts can be mitigated against in the future.
- 5.2 New housing development will be focused in the built up areas of Caterham, Warlingham, Whyteleafe, Oxted and Hurst Green and provision will be made for a net increase of at least 2,500 dwellings in the period 2006 to 2026 which equates to 125 houses per annum.

Table 2: Area housing targets

Area	Anticipated no of homes to be delivered
Caterham Valley	270
Caterham on the Hill	372
Oxted and Hurst Green	204
Warlingham	58
Whyteleafe	390
Lingfield	86
Smallfield	0
Rest of	170

- 5.3 Since the adoption of the Core Strategy for the District the level of housing delivered is shown in the table below. The majority of years shows a higher level of development taking place than set out within the Core Strategy.

Table 3: Dwelling completions in Tandridge District 2007-2012

Year	Total
April 2007 – March 2008	285
April 2008 – March 2009	297
April 2009 – March 2010	172
April 2010 – March 2011	132
April 2011 – March 2012	261

- 5.4 This Transport Strategy is based on development identified in the current adopted Plan, taking account of the additional delivery of housing in the District above the 125 dwellings per annum target, as set out in Table 3, and the current trajectory in the 5-year housing supply.
- 5.5 Tandridge District Council has started the production of a new Local Plan to replace the Core Strategy, adopted in 2008. Through the Local Plan process the Council will derive a housing delivery target from evidence provided in a yet to be completed Strategic Housing Market Assessment. The process of setting a delivery target will include transport assessments and may, therefore, require

revisions to this Transport Strategy should the target differ from that currently adopted. It is not yet possible to determine future housing delivery beyond that set out in the adopted Plan.

Education

- 5.6 No school expansions are currently planned in Tandridge over the next five years in order to meet the future need for additional school places.
- 5.7 Schools which have recently expanded are Hillcroft Primary School, Chaldon and St Francis Catholic Primary School, Caterham which expanded from 45 places per year to 60 places per year (105 places in total) and from 36 places per year to 60 places per year (168 places in total) respectively.
- 5.8 Expansions will impact on the local transport system and Surrey County Council is currently developing a Transport Strategy for the schools place programme in order to mitigate the transport impacts of school expansions.
- 5.9 For each school expansion a transport assessment is carried out which looks at the transport implications of the planned expansion and identifies appropriate mitigation measures. A school travel plan is also produced or updated to reduce the risk of casualties and encourage sustainable travel. Any identified mitigation measures need to be considered in the context of the forward programme laid out in the annex to this strategy. Similarly as schools are identified the forward programme will be updated to take account of needs arising from expansions and mitigation provided as part of expansions

Electric Vehicles and Supporting Infrastructure

- 5.10 Electric vehicles, or EVs, are cars or vans where the petrol or diesel engine is replaced or supplemented by battery powered electric motors.
- 5.11 Surrey County Council is currently producing an Electric Vehicle Strategy, which is expected to be published mid 2015. More information on the strategy and SCC current guidance can be found in chapter 6.
- 5.12 Surrey County Council has set an ambition to reduce its carbon footprint. One identified cost effective method of reducing the carbon footprint is through encouraging the use of electric vehicles.⁵
- 5.13 To encourage the use and increase the viability of electric vehicles, supporting infrastructure is required e.g. EV charge points. The County Council will seek the provision of electric vehicle charging points with all new developments, as part of the authority's Parking Guidance.
- 5.14 The Surrey Climate Change Strategy which forms part of the Surrey Transport Plan, identifies 'Infrastructure to support use of hybrid/electric vehicles' as a key measure to help address climate change.

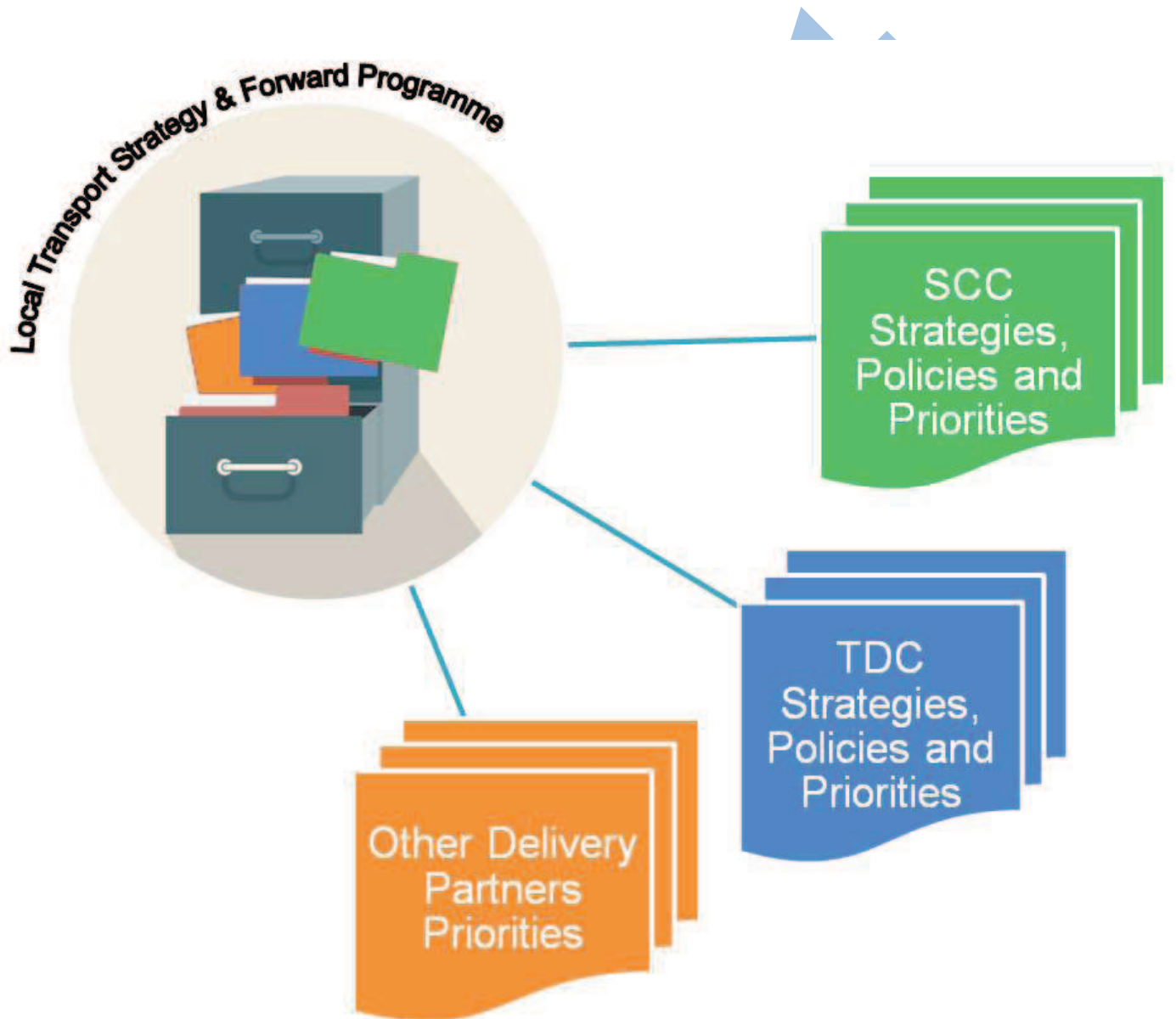
⁵ Source: Surrey Transport Plan - Climate Change Strategy, April 2011

Impact on the highway network

- 5.15 The county highway model has been used to assess the impact of the development set out within the Local Plan that may have an impact on the generation and distribution of traffic on the present-day highway network.
- 5.16 The assessment concluded that in the period 2006-2026, the number of dwellings proposed a target of 90% on “brownfield” sites. Although the number of dwellings could result in an increase in traffic movements, it should be kept in mind that measures to secure greater non-car based means of travel from policies in the Local Plan may lead to greater levels of traffic reduction. In addition the population projections indicate that whilst there will be an overall growth in the population the number of economically active people is going to remain fairly static. The emerging Local Plan has a comprehensive range of policies and measures to contain car-based travel and encourage other travel modes.
- 5.17 From the findings of the Transport Statement it is concluded that the Local Plan housing policies and proposals will not add to travel demand.

6 Related work streams and projects

- 6.1 This chapter details the many related work streams being carried out by the county council, district council and other external stakeholders such as the Highways Agency, Network Rail and the Environment Agency. The 'filing cabinet' analogy diagram below shows how transport elements of SCC and TDC strategies fit together in the Local Transport Strategy. This, in the future, may help to provide a mechanism for jointly prioritising and delivering transport schemes to meet the aims and ambitions of both district and county councils.



Surrey County Council work streams

Surrey Transport Plan Strategies

6.2 The strategies are key components of the Surrey Transport Plan, setting out aims and objectives and identifying spending priorities for each area. The strategies will be used to inform the development of programmes for the delivery of schemes on the ground.

6.3 There is a flexible web-based approach to the development and review of strategies. The following components have been produced:

- Air Quality
- Climate Change
- Congestion
- Cycling
- Freight
- Parking
- Passenger Transport (Local Bus and Information)
- Travel Planning
- Rail

6.4 Below is a summary of the Surrey Transport Plan strategies.

Surrey Air Quality Strategy

6.5 The [Air Quality Strategy](#) was published in 2011. The strategy covers the effect of the road network on air quality. Road traffic is a major contributor to air pollution in Surrey. The aim of the Air Quality Strategy is to improve air quality on and around the county road network.

Surrey Climate Change Strategy

6.6 The [Climate Change Strategy](#) was published in 2011. The strategy covers the carbon emissions arising from the transport network within Surrey. The aim of the strategy is to reduce carbon dioxide emissions from transport in Surrey and manage climate risks posed to transport infrastructure and transport services.

Surrey Future Congestion Programme and the Congestion Strategy

6.7 The county council produced a [Congestion Strategy](#) as part of LTP3 in 2011. Building on from this [Surrey Future](#) has developed a [Congestion Programme](#) which sets out the strategic programme for managing traffic congestion on Surrey's road network in support of economic competitiveness and growth. It has been prepared in partnership with Surrey's districts and boroughs, and other stakeholders such as Surrey Connects representing business interests, to provide a shared and agreed vision for managing congestion on Surrey's road network. The programme builds on the Congestion Strategy in the Surrey Transport Plan (LTP3).

6.8 The Congestion Programme highlights the huge economic impact of congestion on the economy; congestion on Surrey's road network has been calculated to

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cost the UK economy £550 million every year⁶. Strategic congestion hotspots are identified⁷ and a programme of interventions⁸ is proposed for 2015-2019.

“...a true Olympic legacy would see every child in Surrey learning to ride a bike, and being able to do cycle safely to school. It would mean that many more of our residents cycle for transport and leisure, reducing congestion and reliance on cars and reaping the considerable health and economic benefits this brings. And it would mean that people without access to a car can travel safely and affordably around the county....”

Surrey Cycling Strategy Consultation Draft

Surrey Cycling Strategy

6.9 Surrey’s [Cycling Strategy](#) was published in March 2014. The strategy covers cycling as a means of transport, leisure and as a sport, setting out our aim for cycling in Surrey for the period to 2026. One of the aims of the Cycling Strategy is to develop Local Cycling Plans for each district and borough as appropriate. These will be incorporated into future versions of each of the district/borough Local Transport Strategy and Forward programmes.

6.10 In Tandridge cycling journeys

between neighbouring communities in the district would be prioritised, this includes improving links and footways. Cycling facilities will be provided for key corridors such as the A25, the A264 and part of the A22. Other priorities include; safe cycle routes to schools, railway station cycle parking and town centre cycle parking.

Surrey Freight Strategy

6.11 Surrey’s [Freight Strategy](#) is another of the strategies in the Surrey Transport Plan. Due to the location of Surrey; bordering London, bordering counties with a European link like Kent and being in close proximity to Gatwick and Heathrow airports a large number Heavy Goods Vehicles (HGVs) pass through the county’s roads. The relative affluence of the county also means that there is a demand from the residents for goods to be delivered also increasing the amount of HGVs within the county. The aim of the freight strategy is to assist the effective transportation of goods whilst minimising the impact of HGVs on the environment and residents.

Surrey Parking Strategy

- 6.12 The [Parking Strategy](#) has been developed by the county council. As a county Surrey has an above average level of car ownership coupled with severe congestion in several areas. This can be influenced by parking provisions and regulations.
- 6.13 Guidance for the integration of Electric Vehicle charging points had been established for new developments. Guidance for the new charging points can be found [here](#).
- 6.14 Surrey County Council are currently developing an Electric Vehicle Strategy which is expected to be published 2015. This strategy will outline how Surrey

⁶ Source: Congestion Programme Consultation Draft March 2013, Executive Summary

⁷ Surrey Congestion Programme, Consultation Draft March 2013, Annex 2

⁸ Source: Congestion Programme Consultation Draft March 2013, Table 1

County Council and the 11 boroughs and districts will improve on electric vehicle infrastructure to promote and increase the use of more energy efficient modes of transport such as electrically powered private motor vehicles. It is expected that guidance on the integration of infrastructure for electric vehicles will change to reflect advances in technologies for fast and rapid charging points.

Surrey Passenger Transport Strategy

- 6.15 Surrey's [Passenger Transport Strategy: Part 1- Local Bus](#) was published in April 2011. The strategy covers local buses as a means of transport setting out the aims for bus travel in Surrey for the period to 2026. The main aim the Strategy is to deliver and maintain an effective, safe and sustainable bus network in Surrey.
- 6.16 [Part 2- Information](#) aims to promote a shift towards sustainable modes of travel, promote equality of opportunity by publicising passenger transport options, improve passenger transport information and improve confidence in passenger transport reliability.

Surrey Travel Planning Strategy

- 6.17 The [Travel Planning Strategy](#) has the aim of providing travel-planning measures to schools and workplaces within Surrey to help them to make informed travel choices. The objectives set out to achieve the aims are based on the two aforementioned areas; schools and workplaces.

Surrey Rail Strategy

- 6.18 [Surrey Future](#) has also produced the [Surrey Rail Strategy](#). The objective for the strategy was to ensure that the county has the rail infrastructure needed for sustainable economic growth and identify proposals that partners in Surrey can plan and deliver. These proposals have been identified in consultation with the rail industry, business, boroughs and districts and other partners.
- 6.19 Rail schemes which would particularly impact upon Tandridge include:-
- 6.20 The Brighton Main Line 2 Project (www.bml2.co.uk), this Project involves connecting London with Tunbridge Wells via Oxted, connecting London with Brighton via Oxted and Uckfield with a new tunnel through the South Downs, connecting London with Eastbourne and Seaford via Oxted, Uckfield and Lewes and a connection between Tunbridge Wells and Brighton via the new tunnel, Uckfield and Eridge.

What is Surrey Future?

Surrey Future brings together Surrey's local authorities and business leaders to agree the investment priorities to support the county's economy.

Surrey Future builds on existing and emerging local plans to manage planned growth sustainably, attract new businesses to the county and retain existing ones.

The initiative supports the aims of the local enterprise partnerships covering Surrey: Enterprise M3 and Coast to Capital.

More information at:

<http://www.surreycc.gov.uk/surreyfuture>

- 6.21 The reinstatement of the Crowhurst Chord, which was situated between the East Grinstead Line and the Redhill-Tonbridge Line. This would enable train services to run between Tonbridge and London via Oxted;
- 6.22 The electrification and complete doubling of the Uckfield Line. This would result in an increased service frequency on this line for services between Uckfield and London.
- 6.23 The reinstatement of a rail link between Uckfield and Lewes would enable trains to run between London and towns such as Lewes and Eastbourne via Oxted and Uckfield

Surface Access to Airports Study

- 6.24 Surrey Future is proactively engaging with the Airports Commission (also known as the Davies Commission) on future airport capacity. The Congestion Programme and Rail Strategy highlight surface access to airports as an issue. A further study was then undertaken ([Surrey Rail Strategy: Surface Access to Airports Study](#)) to consider transport infrastructure improvements needed to address both existing surface access issues and potential improvements needed in the event of additional runway capacity at Heathrow and/or Gatwick. The study highlights the overall key issues and challenges for surface access to Heathrow and Gatwick Airports from Surrey and identifies development objectives for surface access in Surrey.

Schools Place Programme

- 6.25 Surrey County Council's [Schools Place Programme](#) aims to meet the future need for additional school places across the county. More than 12,000 primary places are required between 2014 and 2018, while an additional 5,000 secondary places are being planned by 2018. It is essential to plan for this growth in school places in terms of transport in order to mitigate the impacts. The transport strategy aims to maximise the choices available to children as to how they travel and to minimise the impact of school growth on local residents and businesses.
- 6.26 The Transport Strategy for Surrey's Schools Place Programme is currently in draft; it is intended to be adopted by the county council under the Surrey Transport Plan later in 2015.

Rights of Way Improvement Plan

- 6.27 SCC have produced a [Rights of Way Improvement Plan](#) intended to be the main way in which the County Council identifies the changes that need to be made to the local rights of way network to make it more useful to the public.
- 6.28 The Plan, which has been revised in 2014, forms part of the Surrey Transport Plan and is available on the SCC website.
- 6.29 It is important to stress that, whilst it contains a plan of action, the Rights of Way Improvement Plan is not intended to provide detailed solutions to access problems in every locality, but to take a strategic approach to managing public access.

Local Transport Review

- 6.30 Surrey County Council is currently developing a [Local Transport Review](#) (LTR), which subject to public consultation until early 2015. In Surrey 29 million passenger journeys are made on bus services each year, an average of 80,000 trips every day. Surrey provides approximately 200 bus services throughout the county, which are run by 22 different operators. Whilst some services are run commercially, i.e. are not funded by SCC, over half of all passenger transport services receive support funding from SCC.
- 6.31 Surrey's current budgeted spend on transport revision is £19.39 million (2014/15), of which £8.95 million is spent on local bus contracts, and £8.68 million on concessionary fares. The purpose of the LTR is to integrate services, find and optimise efficiencies and make revenue savings while maintaining the services that residents rely on most, services that get people to work, hospitals, schools and shops. Proposals for reviewing the passenger transport services are as follows:
- Renegotiate bus operator contracts – Renegotiate existing payments, inflation uplift and length of contracts
 - Review all bus routes in Surrey - Optimise the efficiency of local bus services, support areas of economic growth and prioritise financial support for key services.
 - Make use of developer contributions - Make wider use of developer contributions to support bus service improvements.
 - Market research - To undertake a joint market study with Surrey University to increase patronage and profitability.
 - Community alternative - Work with Parish Councils to develop a community-based alternative to more rural bus services.

- 6.32 Where services are not deemed viable, SCC will look to deliver alternate methods of transport to maintain accessibility where this is necessary. [Community transport](#) such as Dial-a-Ride, community bus schemes, demand responsive bus services and voluntary car schemes can be a viable alternative to bus services, especially in rural areas.

The county council are holding a public consultation on the Local Transport Review until January 2015 to engage with businesses and the public. This can be found [here](#) or by contacting localtransportreview@surreycc.gov.uk.

Maintenance

- 6.33 Surrey County Council has identified the worst 10% of its network and is currently delivering an innovative 5 year maintenance programme, [Operation Horizon](#), which will ensure the Surrey network is fit for purpose.

- 6.34 In February 2013, SCC Cabinet approved the ambitious maintenance programme. Operation Horizon will deliver a programme with total investment of nearly £120m to replace the worst 500km (10%) of Surrey roads. The five year Horizon project (year one) commenced in April 2013.
- 6.35 For Tandridge in particular, the [new programme](#) will result in £12m being invested in the local road network and will enable 70km of road (14% of local network) to be reconstructed.

Public Health

- 6.36 Surrey County Council is responsible for a number of [public health](#) functions. The Public Health service works across a number of key areas of health improvement and protection for the population of Surrey. Public health provides expert advice and evidence and has been consulted in the preparation of this strategy. Transport related aspects of health which have been considered in Tandridge are:-

- Air Quality- Most air pollution in Surrey is caused by motorised transport. Air pollution has an impact on health in many ways. Long term exposure to particulate air pollution affects mortality from cardiovascular and respiratory conditions, including lung cancer.
- Road Safety- In 2012, 49.2 residents in Surrey per 100,000 population (crude rate) were killed or seriously injured on the roads. Unintentional injury is the leading cause of death for 0 -14 year old children in Surrey, almost half of these are due to transport injury.
- Physical Activity- Increasing opportunities for walking and cycling as a means of transport is one way to increase overall levels of physical activity and therefore increasing opportunities to elicit the health benefits associated to being physically active.
- Obesity- Active travel has a significant impact on physical activity, which in turn impacts on the prevalence of obesity and overweight. Over a quarter of Surrey's children are overweight or obese by the time they are 10-11 years old. More than 1 in 5 adults are obese.
- Community Cohesion- Transport has the ability to divide and isolate communities, as well as bring them together. Increasing the number of people of all ages who are out on the streets, through active travel makes public spaces seem more welcoming and providing opportunities for social interaction and provides an opportunity for everyone to participate in and enjoy the outdoor environmentⁱ.
- Noise pollution -can adversely affect mental health, the cardiovascular system and school performance in children.

Safety

- 6.37 One of the aims of the Surrey Transport Plan is to improve road safety and the security of the travelling public in Surrey. In order to achieve this objective, Surrey County Council works with Surrey Police through the [Drive SMART](#) partnership with the aim to reduce road casualties, tackle anti-social driving and make the county's roads safer for everyone. The partnership produced a

[strategy](#) in 2011 which includes a number of measures or interventions by which Drive SMART seeks to address road safety issues in Surrey.

The county council adopted a [Road Safety Outside Schools](#) policy in June 2014, which recognises that safety of children outside schools is one of the most frequently expressed road safety concerns, identifying the high level of vehicle, pedestrian and cyclist activity outside schools at drop-off and pick-up times as a cause of congestion and safety concerns and provides guidance on how the county council will respond to concerns.

Tandridge District work streams

- 6.38 The Tandridge District Council [Core Strategy](#) (adopted 2008) has been influential in developing the Local Transport Strategy and Forward Programme. It sets out key planning policies for the District and has superseded parts of the Tandridge District Local Plan 2001.
- 6.39 As part of the new SCC Cycling Strategy a 'Tandridge Cycle Action Plan' will be developed. This will include a list of proposed cycling schemes for the district. The main priorities will be to provide cycle routes that link neighbouring communities and communities to their local services. This will be a main driving force behind cycle improvements in the district.
- 6.40 Tandridge District Council is a member of the [Sussex Community Rail Partnership](#), which aims to connect communities to their railways by helping to ensure the service provided meets the needs of the community and its visitors. The partnership is active in:
- Promoting sustainable travel
 - Promoting connective travel to and from the stations
 - Encouraging tourism to rural areas
 - Helping preserve rail infrastructure for use by future generations.

The Partnership covers a number of local railway lines including the Tonbridge-Redhill/Reigate line and the Uckfield and East Grinstead lines.

External work streams

Highways Agency

- 6.41 The Highways Agency (HA) is responsible for planning the long term future and development of the strategic road network (SRN).
- 6.42 The Highways Agency (HA) is currently examining problems and potential solutions nationally across the entire SRN and developing strategies on a route basis. These route strategies are intended to help identify investment plans to accommodate changes in funding on the strategic road network as announced by the Government in the June 2013 paper '[Investing in Britain's Future](#)'.
- 6.43 Relevant to Tandridge is the development of the London Orbital and M23 to Gatwick strategy, the evidence report for which is available [online](#).

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Network Rail: Wessex Route Study

- 6.44 Network Rail's [Summary Route Plan](#) for the Wessex Route document sets out the relevant outputs, activity and expenditure at route level to achieve the specified outputs for CP5. The plan also forecasts the long-term activity and expenditure required to manage and maintain a sustainable network.
- 6.45 Although the Wessex Route Study does not look at the rail lines within Tandridge, the effects of alterations to services in nearby areas would impact on the District.

Gatwick Airport Surface Access Strategy 2012-2030

- 6.46 Tandridge is part of the Coast to Capital Local Enterprise Partnership, whose strategic economic plan recognizes Gatwick as an important driver of economic growth across the Coast to Capital area.
- 6.47 The [Gatwick Airport Surface Access Strategy \(ASAS\)](#) sets out the airport's principles, goals and strategies for surface access to Gatwick. Its key objectives include the aim to achieve 40% public transport mode share for air passengers and staff by the time the airport reaches 40 million passengers per annum.

7 Places in Tandridge

- 7.1 The section below outlines the different areas across Tandridge, presenting the key transport network at each location and identifying a number of problems which currently exist in these areas.
- 7.2 There are three main built up areas which consist of Caterham, Warlingham/Whytleafe in the north and Oxted/Hurst Green/Limpsfield just south of the M25 motorway. There are two larger rural settlements Lingfield in the south-east and Smallfield in the south-west. There are also a number of villages and some other smaller settlements and areas of sporadic development in the Green Belt.
- 7.3 The local transport networks for each settlement are described below along with any identified transport challenges. The main settlement areas are outlined below including the issues and challenges facing the transport network. Potential solutions will be based on the problems identified and/or will be related to any development coming forward in the area.
- 7.4 If the Rose and Young site in Croydon Road, Caterham and the Gasholder site at Oxted are redeveloped, additional transport interventions may be necessary to accommodate any resultant growth.
- 7.5 Solutions are stated where these are known, planned or aspired to. Where this has not always been possible, the issues and problems stated will serve to guide future solutions for each area, acting as an evidence base.
- 7.6 More details of the schemes described here can be seen in the accompanying Annex, including indicative timeframes for potential start dates and anticipated costs and funding sources, where known.

Caterham

Population: 21,090

- 7.7 Caterham is a town in the north west of Tandridge and is the largest town within the District.
- 7.8 The town plays an important role in retail and office use and has a number of sites that could be developed and bring further regeneration to the area.
- 7.9 The town has undergone some urban realm improvements as part of the Shabby to Smart initiative.
- 7.10 Church Walk Shopping Centre is a small shopping precinct located opposite Caterham railway station with a number of shops.
- 7.11 The A22 passes by Caterham from Purley in the north and extends south to Eastbourne. To the south of Caterham is the M25 and to the West is the A23. In Caterham the main roads are the B2208, B2030 and Stanstead Road.
- 7.12 Caterham Railway station has regular services to



London Victoria (twice hourly) and London Bridge via Forest Hill (twice hourly). The station has a car park with 100 car parking spaces and 20 cycle storage spaces.

- 7.13 The Railway station benefits from being within Zone 6 of Greater London resulting in cheaper train tickets compared to stations outside of Zone 6.

Current problems and issues

- Peak time congestion occurs in Caterham Valley, centred on Station Avenue. This is exacerbated at school times as local schools such as Caterham School and St John's Church of England Primary School appear to have significant car journeys for some pupils.
- Off peak congestion also occurs with unauthorised stopping in Station Avenue blocking bus stops and carriageways.
- Car parking issues along Croydon Road in the Valley for commuters and local businesses
- Pedestrian and cyclist accessibility could be improved within the town centre and access to the train station
- Peak time congestion on A22/B2030 Godstone Road junction
- The frequency of the bus services running to and from the outside of Caterham Station is low and needs to be adapted to meet the needs of commuters needing to make their journey into London at peak times.
- Peak time congestion in the vicinity of the Court Road, Chaldon Road and Coulsdon Road junction and the Caterham Community Recycling Centre (formerly called Civic Amenity Site) at Chaldon Road in Caterham-on-the-Hill

Summary Improvement Programme:

Improved accessibility for pedestrians including pedestrian crossings, traffic islands and footway improvements at several locations
 Traffic calming measures on Harestone Hill, Croydon Road and Stanstead Road (Caterham Hill)
 Junction improvement on A22/B2030 Godstone Road
 Improvements to the footpath network and cycle paths around Caterham
 Travel plan at de Stafford School
 Dropped kerbs at Ninehams Road to increase off street parking

Oxted**Population: 12,576**

- 7.14 Oxted is situated to the east of Tandridge, just south of the M25 motorway.
- 7.15 Oxted town centre fulfils an important role in providing key services and shopping for the District's population.
- 7.16 The town has a number of development sites that if brought forward could help improve the vitality and viability of the town centre including Oxted Gas Holder site.
- 7.17 The A25 passes through Oxted from East to West.
- 7.18 Oxted railway station provides regular services to London Victoria (twice hourly), London Bridge (hourly), East Grinstead (twice hourly) and Uckfield (twice hourly during peak time otherwise hourly). The station has a pay and display car park with 371 car parking spaces.
- 7.19 Current transport problems
- Peak time congestion on A25 Godstone Road/Church Lane
 - The A25 is part of the tactical diversion route if an incident occurs on the M25 traffic is diverted through Oxted leading to high levels of congestion
 - Lack of parking for commuters travelling by train and cycle parking at the station
 - Cyclist and pedestrian accessibility/safety issues in the town centre and surrounding areas
 - HGV lorries travelling to and from Oxted Quarry and Sandpit via unsuitable and narrow roads.



Summary Improvement Programme

Expansion of existing car parks (either under or over) to increase provision for parking

Remodelling of junction between Church Lane and A25 to include traffic signal, realignments of kerbs etc to limit congestion.

Provision of a footpath along Wolf's Hill and a new footway along Bluehouse Lane

Pedestrian crossing on Pollards Oak Road and a pedestrian/cyclist refuge island on the A25 to the west of Old Oxted High Street.

Measures to reduce speed on Wolf's Road, Woodhurst Road and from the approach to Oxted from the west to the B2025

Improvements to junction between Miles Lane and Tandridge Lane and signalised junction on A25 Godstone Road/Church Lane

Warlingham

Population: 7,970

7.20 Warlingham is a village to the north of Tandridge and parts of the village are 650 feet above sea level. There are local shops around a triangular tree-lined village green including grocery shops, a pharmacy, a bank and other local services.

7.21 The A22 straddles the village to the west.

7.22 The B269 is the main road through Warlingham where a one way system is in place at the centre where the B269 and B270 converge. There is on and off road parking near the local shops around the village green.

7.23 Upper Warlingham railway station has a pay and display car park with 257 spaces.

Warlingham is served by two railway stations, which operate on different lines. Upper Warlingham railway station is about a mile from the centre of Warlingham and has regular services to East Grinstead (twice hourly) and London Victoria (twice hourly). Whyteleafe railway station is also close to Warlingham and has regular services to London Bridge via Forest Hill, Caterham and London Victoria.



The railway station is located within London Zone 6.

Current problems and issues

- 7.24 There is peak time congestion on B269 at Warlingham Green on the one way system.
- 7.25 Rat running route on Sunny Bank to Farleigh Road due to peak time congestion in the village centre.
- 7.26 There are good public transport links to West Croydon, running daily, by bus and a half hourly service between Caterham and Selsdon via Warlingham on Monday to Saturday. West Croydon Bus Station is closed from 4 October 2014 with the existing building being demolished and a new bus station planned to open on the same site in early 2016. There is a new bus service from Warlingham to Reigate which was introduced on 1 September 2014 on Monday to Friday.
- 7.27 Summary improvement programme:

Traffic calming on B270 Hillbury Road
 Removal of existing traffic calming measures and introduction of mini roundabout at junction of Harrow Road and Farleigh Road
 Manage parking by widening the corners at Crewes Close and installing parking bays on Blanchmans Road
 Improvements to Sunny Bank due to congestion

Godstone

Population - 5,949

- 7.28 Godstone is a village located six miles to the east of Redhill on the A25.
- 7.29 The centre of the village has a one way system where the A25 and B2236 meet providing access to the A25.
- 7.30 Junction 6 of the M25 motorway is just to the north of the village.
- 7.31 Godstone railway station is in South Godstone approximately 2 miles to the south of the village.
- 7.32 The typical off peak service is one train per hour east to Tonbridge railway station, and west to London Bridge via Redhill and East Croydon.



7.33 Lambs Industrial Park is located near South Godstone and is a site identified for economic growth.

Current problems and issues

7.34 Peak time congestion through the village.

7.35 The A25 is a tactical diversion route used when an incident occurs on the M25 which causes high levels of traffic flow and subsequent congestion.

7.36 There are poor pedestrian and cyclist environments in some places.

7.37 Levels of traffic on the A25 have a negative impact on the village environment.

7.38 Safety issues for pedestrians and cyclists due to the speed in which traffic passes through settlement areas.

7.39 The railway station is located outside of the village. There are limited rail services with direct services to London Bridge approximately hourly. Enhancements to the Redhill/Tonbridge line would provide benefits to services.

7.40 Summary improvement programme:

Speed management on the A22 Eastbourne Road junction with Water Lane and on the B2236 High Street

Footway on the A22 and Tiburstow Hill Road and pedestrian crossing north of Tiburstow Hill

Address HGV issues by introducing a 20mph speed limit on Ivy Mill Lane and Waterhouse Lane and restricting access to use by HGVs on Harts Lane

Widen existing footway to provide shared footway/cycleway on A25 between Godstone and Bletchingley

Roundabout on A22/Miles Lane/Harts Lane

Measures to relieve congestion such as junction improvements at M25 junction 6, road widening on Lagham Park, priority give way at railway bridge on Outwood Lane, footway and cycleway widening and a review of traffic lights phasing on dual carriageway south of junction 6 M25

Whyteleafe

Population: 3,900

7.41 Whyteleafe is a small town to the North of Tandridge, on the border with the London Borough of Croydon. There are some local shops and businesses in the town around the train station and Godstone Road.

7.42 The A22 (Godstone Road) passes through Whyteleafe from north to south.

7.43 Whyteleafe railway station is also close to Warlingham and has regular services to London Bridge via Forest Hill, Caterham and London Victoria. The station has a car park with 112 car parking spaces and 8 cycle storage spaces.



7.44 The railway station is located within London Zone 6. Three bus services serve the area and run from Caterham to Sutton (via Croydon), Selsdon to Caterham and Whyteleafe to Coulsdon. a new bus service was introduced on 1 September 2014 running from Warlingham to Reigate via Whyteleafe and Caterham.

Current problems and issues

7.45 There is a lack of parking **within the village centre**.

7.46 Peak time congestion can occur on the A22.

7.47 To the south of Whyteleafe is Wapses Lodge roundabout which is a peak time congestion bottleneck on the A22.

7.48 Congestion at the Whyteleafe Level Crossing local bottleneck.

Summary improvement programme:

Improvements to A22 Wapses Lodge Roundabout

Remodelling of A22 roundabout Whyteleafe approaches

Cycleway improvements and provision along the A22 between Whyteleafe and Wapses Lodge roundabout.

Drainage improvements at A22 junction with B270 Hillbury Road

Review of traffic calming measures on Whyteleafe Hill and possible removal of existing humps

Parking management on the A22 Godstone Road.

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Lingfield

Population: 3,900

- 7.49 Lingfield is a village located in the south of the District.
- 7.50 Lingfield lies to the east of the A22 where it runs between Godstone and East Grinstead.
- 7.51 Lingfield Park Racecourse is located within the settlement area. There is a large hotel adding to tourism in the area in addition to a golf club.
- 7.52 Located to the south of Lingfield is Felcourt which has a small business park with 15 units.

The railway station adjoins Lingfield Park Racecourse on the East Grinstead branch of the Oxted Line. Services to London Victoria and East Grinstead are every 30 minutes.

Current problems and issues

- 7.53 Congestion can be severe on race days.

Summary improvement programme:



Traffic calming measures on Newchapel Road and Crowhurst Road/Station Road

Speed management on B2029 Godstone Road, Crowhurst Lane and Town Hill/Station Road

Measures to reduce HGVs avoiding the A22 Godstone Road

Traffic management for the B2028 for race days

Bletchingley

Population: 3,147

- 7.54 Bletchingley is an attractive rural village to the east of Redhill and to the west of Godstone. The village centre straddles the main High Street (on the A25) with the historic core centred around the former market place near to the Outwood Lane/Church Lane junction.
- 7.55 The village is bisected by the A25 and part of the village centre is designated as a Conservation Area.

The closest rail station is Nutfield, located two miles away from the village centre.

Current problems and issues

- 7.56 HGV parking issues
- 7.57 The A25 is a tactical diversion route used when an incident occurs on the M25 which causes high levels of traffic flow and subsequent congestion.
- 7.58 Pedestrian accessibility could be improved connecting the three areas.
- 7.59 Levels of traffic on the A25 have a negative impact on the village environment
- 7.60 Safety issues for pedestrians and cyclists due to the speed in which traffic passes through settlement areas

Summary improvement programme:

Junction improvements on Outwood Lane junction with A25 to limit congestion
 Speed management measures on Pendell Road and Brewer Street
 Traffic calming measures on Rabies Heath Road and widen junction with A25 to accommodate new pedestrian island
 Traffic/Pedestrian island on A25 Bletchingley road/ North Park Lane

Nutfield

Population: 2,728

- 7.61 Nutfield is an attractive rural village in East Surrey with Nutfield Marsh to the north and South Nutfield due south.
 - 7.62 The village is bisected by the A25 and part of the village centre is designated as a Conservation Area.
- Nutfield rail station is located in South Nutfield providing hourly services to London Bridge.

Current problems and issues

- 7.63 HGV parking issues
- 7.64 The A25 is a tactical diversion route used when an incident occurs on the M25 which causes high levels of traffic flow and subsequent congestion.
- 7.65 Pedestrian accessibility could be improved connecting the three areas.
- 7.66 Levels of traffic on the A25 have a negative impact on the village environment.
- 7.67 Safety issues for pedestrians and cyclists due to the speed in which traffic passes through settlement areas.
- 7.68 Summary improvement programme

HGV restriction in Bletchingley and Nutfield area and measures to prevent HGV access to cemetery lay by on the A25 Nutfield Road
 Traffic calming measures on A25 Nutfield Road and Parkwood Road.

Felbridge

Population: 2,039

- 7.69 Felbridge is located in the south of Tandridge on the boundary between Surrey and Sussex. Felbridge has two large lakes and is popular for fishing and sailing.
- 7.70 Copthorne Road (A264) runs through Felbridge towards the A22 which runs from north to south towards East Grinstead. The M23 is to the west of Felbridge along the A264 and the M25 is to the north via the A22 (roughly 9 miles).
- 7.71 Felbridge does not have a railway station and the closest station is East Grinstead which is about 2 miles from Felbridge along the A22. East Grinstead provides twice hourly services to London Victoria and East Croydon.

Current problems and issues

- 7.72 The A264/A22 junction is a peak time congestion bottleneck and has poor pedestrian accessibility.



- 7.73 Significant housing growth is expected in neighbouring East Grinstead which is likely to put additional pressure on the transport network.
- 7.74 Summary improvement programme

Pedestrian facilities and footway to improve accessibility on the A22/A264 Copthorne Road junction with Mill Lane

Improvements to the A22 junction with the A264 including pedestrian improvements

Introduce cycleways on the A264, A22 and Crawley Down Road

HGV route diversion to provide a more direct route to Gatwick Airport avoiding the junction between the A22 and A264 at Felbridge

Local traffic calming improvements and speed cameras on A264 and A22

Improve junction between A264 and Crawley Down Road and improve footpath lighting on Crawley Down Road

Draft

8 Forward Programme, Funding and Delivery

- 8.1 This chapter outlines the scope and purpose of the Forward Programme and the potential funding and delivery mechanisms that will be used should schemes from the programme be brought forward for implementation.
- 8.2 To allow provision of an effective, reliable, safe and sustainable transport network in support of economic growth and carbon reduction, a balanced programme of maintenance and integrated transport schemes is required. Additionally, the opportunity to secure alternative funding to the Surrey Transport Plan will be compromised, unless it provides a balanced strategy and programme that contains integrated transport schemes as well as maintenance schemes.

The forward programme (see annex)

- 8.3 The Forward Programme has been designed to meet the objectives of the Local Transport Strategy by including schemes to tackle existing problems, as well as schemes designed to mitigate the impact of new development. In this way, the opportunity to attract developer funding can be maximised.
- 8.4 The programme identifies short, medium and long term schemes and packages of measures which seek to deliver improvements in line with the objectives in section 2 and identified problems and issues. These are grouped at various spatial levels:
- District wide - the principal road and rail networks
 - Settlement areas as defined through the district's Settlement ID Plans
- 8.5 The value and status of schemes has been defined as:
- local schemes valued less than £250,000,
 - intermediate schemes valued between £250,000 and £2 million;
 - major schemes valued at £2 million or above.
- 8.6 The schemes included in the forward programme are largely schemes which require funding from different sources and hence will generally be beyond the scope of local committee capital funding. A full schedule of all local improvement schemes can be found in the relevant Local Committee report for the area (usually published for the December of each year).
- 8.7 In general, the schemes are not intended to provide additional network capacity but seek to manage the existing network and provide more sustainable transport choices. The overall mix and scale of schemes is considered necessary to support sustainable economic development and planned growth.
- 8.8 The Forward Programme includes the purposes of each scheme or package of measures, delivery stage, estimated costs, potential funding sources, estimated start dates, scheme status and how it meets the local and strategic objectives.
- 8.9 The delivery stages are defined as:
- Scheme identification – the need for a scheme is identified, initial drawings may have been produced

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- Identification and assessment of options – outline design of scheme options has been/is being produced
- Preferred route and statutory processes – preliminary design of preferred option
- Detailed design – scheme is designed to allow and instruct construction
- Construction – scheme is fully designed and works have begun on site.

8.10 The Forward Programme will be revised on a yearly basis by the Local Committee to take account of available funding and to ensure:

- There are no other more effective alternative options available which address the impacts of growth and policy objectives
- Delivery is on track with necessary feasibility design and design work progressing for priority schemes.

Funding

8.11 The estimated cost of schemes identified in the forward programme is provided in the annex. The actual future costs will depend on the precise schemes brought forward and each scheme will require a detailed feasibility study.

8.12 The availability of funding will also depend on a number of factors. Nevertheless the cost of the schemes identified is reasonably in line with potential funding over the first five years of the strategy. Beyond the first 5 years scheme costs and possible funding sources become increasingly difficult to estimate.

8.13 Potential funding for schemes could be a combination of:

- Developer contributions through Section 106 agreements and the Community Infrastructure Levy (CIL)
- Capital funding by the county council (government grants such as the Local Transport Plan (LTP) allocations, Local Sustainable Transport Fund (LSTF) and major schemes funding available from 2015 from designated Local Transport Bodies
- County council capital funding allocated for more strategic schemes by the Tandridge Local Committee
- Capital funding by the district council
- Capital funding from the EM3 Local Enterprise Partnership. A number of schemes have been submitted by the county council to the LEP for consideration in their strategic economic plan.



8.14 Funding for the schemes identified/proposed in the strategy is likely to come from a combination of the sources described above. More detailed information on funding can be [here](#).

Delivery

- 8.15 The Local Committee will use its capital programme and local knowledge to drive more local scheme delivery in the short term within the context of local objectives. The Local Committee will also drive priorities in the medium and longer term and consider contributing to more strategic intermediate schemes through funding feasibility work or even contributing to the overall cost, perhaps spread over a number of years.
- 8.16 Major schemes will be funded through bids to the local transport body and overseen by the Surrey Future partnership.
- 8.17 The delivery body will generally be the county council sometimes in partnership with others such as the District Council and private bus operators. The delivery body for the rail network and services will be Network Rail and relevant train operators.
- 8.18 Each scheme will require a detailed feasibility study and the actual costs will depend on the precise schemes brought forward. The availability of funding will also depend on a number of factors.
- 8.19 We recognise that schemes in forward programme may be subject to the Environmental Impact Assessment (EIA)⁹ or the Habitats Regulations process¹⁰. This will be dependent on scheme specifics. At the appropriate stage of scheme feasibility we would seek to:
- Obtain EIA screening opinion from relevant planning authority
 - Clarify the planning position relevant to the scheme
 - Consider archaeological impacts of the scheme by consulting English Heritage and the county archaeologist
 - Consider any flooding impact of the scheme by consulting the Environment Agency and the lead local flood authority
 - Consider an ecology impacts of the scheme by consulting the county ecologist
 - Consider any landscape impacts of the scheme, by consulting the county landscape architect



⁹ EU Directive (2011/92/EU); Town and Country Planning (EIA) Regulations 2011

¹⁰ EU Habitats Directive (92/43/EEC)



Glossary

Term	Description
Air Quality Management Area (AQMA)	An identified area where current, and likely future, air quality is unlikely to meet the Government's national air quality objectives.
Bus operator	Bus services are operated either commercially (without any external funding) or under contract to Surrey County Council.
Community Infrastructure Levy (CIL)	The Community Infrastructure Levy is a new levy that local authorities can charge on new developments in their area. The charges are set by the local council based on the size and type of the new development. The money raised from the Community Infrastructure Levy can be used to support development by funding infrastructure that is needed to mitigate the impact of development.
Capital funding	Money spent on the purchase or improvement of fixed assets such as buildings, roads and equipment.
Coast to Capital (C2C)	The Local Enterprise Partnership of which the easternmost Surrey districts and boroughs are part. More information at: http://www.coast2capital.org.uk/
Congestion Programme	The Surrey Future Congestion Programme sets out a strategic programme for managing traffic congestion on Surrey's road network to support economic competitiveness and growth produced in partnership by the Surrey Future Partnership comprising of Surrey's local authorities and business leaders.
Control Period 4/5/6	5 year periods by which Network Rail is regulated by the Office of Rail Regulation CP4: 2009-2014; CP5: 2014-2019; CP6: 2019-2024 ¹¹
Cycling Strategy (2014-2026)	The Surrey Cycling Strategy is a component strategy of the Local Transport Plan
Scheme delivery stages (see Annex): 1. Scheme Identification 2. Identification and assessment of options 3. Preferred route and statutory process 4. Detailed design 5. Construction	The need for a scheme is identified; initial drawings may have been produced. Outline design of scheme options has been/is being produced. Preliminary design of preferred option. Scheme is designed to allow and instruct construction. Scheme is fully designed and works have begun on site.

¹¹ Ove Arup 'Surrey Rail Strategy Report' (September 2013)

Term	Description
Department for Transport (DfT)	Government department responsible for transport matters in England and those not devolved in Wales, and Northern Ireland.
Enterprise M3	The Local Enterprise Partnership of which the westernmost Surrey districts and boroughs are part. More information at: http://www.enterprisem3.org.uk/
Intermediate scheme	Infrastructure scheme estimated to cost between £250,000 and £2 million.
Local Enterprise Partnership (LEP)	A voluntary partnership between local authorities and businesses formed in 2011 by the Department for Business, Innovation and Skills to help determine local economic priorities and lead economic growth and job creation within its local area
Local Sustainable Transport Fund (LSTF)	A total of £560 million was originally made available through the Local Sustainable Transport Fund (LSTF) to enable the department to fund a number of high quality bids. Funding was topped up with a further £40 million to £600 million in 2012 to accommodate approval for a greater number of bids (with local contribution being provided by local authority partners). In total, the Department for Transport awarded funding to 96 packages to 77 authorities to deliver their schemes between 2011 and 2015.
Local Transport Body (LTB)	Local Transport Bodies are voluntary partnerships between Local Authorities (LAs), Local Enterprise Partnerships (LEPs) and other organisations if appropriate that are in charge of the devolved funding for local major transport schemes from the Department of Transport
Local Transport Plan (LTP3)	Under the Transport Acts 2000 and 2008, every local transport authority in the country has to publish a Local Transport Plan (more commonly known as the LTP). The LTP sets out an integrated transport strategy for the area and outlines proposals for the future.
Minor scheme	Scheme cost is less than £250,000
Major scheme	Infrastructure scheme estimated to cost in excess of £2 million
Office of Rail Regulation	The Office of Rail Regulation is the independent safety and economic regulator for Britain's railways.
Primary Route Network	The primary route network (PRN) designates roads between places of traffic importance across the UK (known as primary destinations), with the aim of providing easily identifiable routes to access the whole of the country. The PRN consists of motorways, trunk roads and certain other A roads.

Term	Description
Quality Bus Corridors	A strategic bus route that is improved to encourage more people to use buses. This will include measures to make buses more reliable, and more convenient for users and non-users. These measures may include traffic signal priority for buses, high quality passenger facilities, electronic passenger information and strong marketing, together with safe pedestrian routes to the bus stops.
Real time passenger information (RTPI)	Real Time Passenger Information (RTPI) is a system that provides members of the public with live bus arrival information and enables bus operators to manage their daily operation and performance of bus services more effectively. RTPI complements other passenger transport initiatives and schemes to make travelling by bus a reliable and attractive alternative to less sustainable travel. The RTPI system in Surrey operates in partnership with bus operators to provide live bus information on electronic displays at bus stops, and with access to the information through the internet and mobile/smartphone channels.
Scheme delivery timescales (see Annex) Short term Medium term Long term	Timescale for start of construction 0-2 years from now, see Annex for given years Timescale for start of construction between 3 and 6 years from now, see Annex for given years Timescale for start of construction 6+ years from now, see Annex for given years
Section 106 (S106)	Planning obligations are created under Section 106 of the Town and Country Planning Act 1990. They are legally binding obligations that are attached to a piece of land and are registered as local land charges against that piece of land. Planning obligations enable a council to secure contributions to services, infrastructure and amenities in order to support and facilitate a proposed development.
Surrey Future	A partnership overseeing how we can manage planned growth sustainably, both in Surrey and on our borders. More information at: http://www.surreycc.gov.uk/surreyfuture
Surrey Rail Strategy	Document prepared by Ove Arup & Partners on behalf of the Surrey Future partnership to consider rail issues and options which could be supported by the council to produce benefits for Surrey.
Surrey Transport Plan	See 'Local Transport Plan (LTP3)'

Term	Description
Travel SMART	A Surrey initiative designed to provide local people with more travel choices that help cut carbon, costs and increase fitness. The initiative aims to support economic growth.

ⁱ <http://www.nice.org.uk/guidance/ph41>

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Annex

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Tandridge District Forward Programme

Short term delivery programme 0-2 years (2014/15 – 2015/16)
Medium term programme 3-6 years (2016/17 - 2019/20)
Long term programme 6+ years (2020/2021+)

(accompanies the Tandridge Local Transport Strategy)



Scheme ID#	Location and scheme/package description	Scheme purpose	Delivery stage	Estimated cost ¹	Potential Funding sources ²	Estimated timeframe for start date ³ (Short, medium, long ⁴)	Status ⁵	Local Strategy Objective	SCC E&I directorate priorities ⁶
Strategic Road Network									
1	Managed motorway scheme M25 junction 7 to 5 Permanent all lanes running managed motorway	Relieve congestion on the Strategic road network Improve journey time reliability	Completed Spring 2014	£129m	Highways Agency	Short	Major	2	1 2 4
2	A23 route management study Route improvements north of the M25 (not in Tandridge but route improvements will impact on adjoining local roads)	Relieve congestion on the Strategic road network Improve journey time reliability	Information gathering	unknown	Highways Agency	Medium	Major	2	1 2 4
3	A23/M23 Hooley interchange Junction improvement	Relieve congestion on the Strategic road network. Improve journey time reliability	Examine design options	£11- £38m	Highways Agency	Long	Major	2	1 2 4
District wide schemes									
4	Improvements to the bus network which will be dependent on a route study. Current proposals include Real Time Passenger Information, Bus Shelters, Intelligent Bus Priority (within urban areas) and raised kerbs and hardstanding	Improve the bus network and accessibility across the district and encourage modal shift		£0.5m	SCC/Bus Operators	Medium	Major	1	1 2 4
5	Improvements to all 11 Railway stations	To encourage sustainable access to railway stations		£0.15m	Network Rail/SCC	Long	Local	1	1 2 4
6	Resurfacing of the National cycle network route N21	To encourage sustainable access to railway stations		£0.2m	SCC	Unknown	Intermediate	1	1 2 4
7	District wide safety schemes: Caterham By-pass Jct Godstone Rd, Caterham (J841) Limpfield Road Jct Slines Oak Road, Warringham Limpfield Road, Warringham between Trenham Drive and Church Road Pendell Road Jct Sandy Lane, Bletchingley Ray Lane j/w Lingfield Common Road, Lingfield Stanstead Road and White Hill Lane, Caterham	Schemes to manage vehicle speeds and improve safety		£66,800		Unknown	Local	1	2

¹ All costs are indicative and subject to revision and refinement

² Schemes funded (in part, or whole) by Local Committee are sourced from the Local Committee forward Integrated Transport scheme (ITS) programme (Item 8, Annex 1 to 4 December 2013 Local Committee (formal))

³ All start dates are indicative and subject to change

⁴ See front cover of annex for timeframes

⁵ Local: scheme costed at less than £250,000; Intermediate: scheme costed at between £250,000 and £2 million; Major: scheme costed at £2 million and above

⁶ Please see Section 2 of the strategy for a full list of priorities

Scheme ID#	Location and scheme/package description	Scheme purpose	Delivery stage	Estimated cost ⁷	Potential Funding sources ⁸	Estimated timeframe for start date ⁹ (Short, medium, long ¹⁰)	Status ¹¹	Local Strategy Objective	SCC E&I directorate priorities ¹²
Rail Schemes									
	Reinstatement of the Lewes-Uckfield Line	Reinstatement of a rail link between Uckfield and Lewes would enable trains to run between London and towns such as Lewes and Eastbourne via Oxted and Uckfield	Scheme Identification	Unknown	LEP/Network Rail	Long	Major	2	1 4
8									
9	Redhill-Tonbridge Line Improvements	Reintroduction of a rail service between Kent and Gatwick Airport	Scheme Identification	Unknown	LEP/Train operating company	Long	Major	2	1 4
10	Brighton Main Line 2	Greater capacity on the Brighton Main Line and provide improved access to East London and Stansted Airport	Scheme Identification	Unknown	LEP/Network Rail	Long	Major	2	1 4
11	Reinstatement of the Crowhurst Chord	Enable train services to run between London and Tonbridge via Oxted	Scheme Identification	Unknown	LEP/Network Rail	Long	Major	2	1 4
12	Uckfield Line Capacity Improvements	Electrification and double track to enable more frequent and faster services	Scheme Identification	Unknown	LEP/Network Rail	Long	Major	2	1 4
Caterham Valley and Caterham Hill Implementation Programme									
13	Pedestrian crossing at Salmons Lane/Whyteale Road	Pedestrian safety and accessibility	Scheme Identification	£150,000	Local Committee contribution \$106/CIL	Short	Local	1	1 2 4
14	Pedestrian crossing point near access to Milner Close and Burntwood Lane (Caterham Hill)	Pedestrian safety and accessibility	Scheme Identification	£150,000	Local Committee contribution \$106/CIL	Short	Local	1	1 2 4
15	Pelican crossing by De Stafford Road and Burntwood Lane	Pedestrian safety and accessibility	Scheme Identification	£150,000	Local Committee contribution \$106/CIL	Short	Local	1	1 2 4
16	Zebra crossing near Coldstream Road and Medical Centre on Guards Avenue (Caterham Hill)	Pedestrian safety and accessibility	Scheme Identification	£100,000	Local Committee contribution \$106/CIL	Short	Local	1	1 2 4

⁷ All costs are indicative and subject to revision and refinement

⁸ Schemes funded (in part, or whole) by Local Committee are sourced from the Local Committee forward Integrated Transport scheme (ITS) programme (Item 8, Annex 1 to 4 December 2013 Local Committee (formal))

⁹ All start dates are indicative and subject to change

¹⁰ See front cover of annex for timeframes

¹¹ Local: scheme costed at less than £250,000; Intermediate: scheme costed at between £250,000 and £2 million; Major: scheme costed at £2 million and above

¹² Please see Section 2 of the strategy for a full list of priorities

Scheme ID#	Location and scheme/package description	Scheme purpose	Delivery stage	Estimated cost ⁷	Potential Funding sources ⁸	Estimated timeframe for start date ⁹ (Short, medium, long ¹⁰)	Status ¹¹	Local Strategy Objective	SCC E&I directorate priorities ¹²
17	Puffin crossing on B2030 Godstone Road near Tillingdown Lane	Pedestrian safety and accessibility	Scheme Identification	£150,000	Local Committee contribution \$106/CIL	Short	Local	1	1 2 4
18	Pedestrian facility for traffic signals on B2030 Godstone Road/Claireville Road	Pedestrian safety and accessibility	Scheme Identification	£100,000	Local Committee contribution \$106/CIL	Short	Local	1	1 2 2 4
19	Traffic calming measures on Stanstead Road (Caterham Hill)	Traffic calming	Scheme Identification	£100,000	Local Committee contribution \$106/CIL	Short	Local	1 2	2
20	Traffic calming measures on Harestone Hill	Traffic calming	Scheme Identification	£100,000	Local Committee contribution \$106/CIL	Short	Local	1 2	2
21	Traffic calming on Croydon Road	Traffic calming	Scheme Identification	£100,000	Local Committee contribution \$106/CIL	Short	Local	1 2	2
22	Footway/cycleway A22 Godstone Road	Pedestrian/cyclist accessibility and safety	Scheme Identification	£150,000	Local Committee contribution \$106/CIL	Short	Local	1 2	1 2 4
23	Footway improvements on Stanstead Road/Park Avenue (Caterham Hill)	Pedestrian accessibility and safety	Scheme Identification	£100,000	Local Committee contribution \$106/CIL	Short	Local	1 2	1 2 2 4
24	Improve pedestrian safety on corner on High Road and Court Road (Caterham on the Hill)	Pedestrian accessibility and safety	Scheme Identification	£50,000	Local Committee contribution \$106/CIL	Short	Local	1 2	1 2 4
25	Junction improvement on A22/B2030 Godstone Road	Relieve congestion and safety	Scheme Identification	£150,000	Local Committee contribution \$106/CIL	Short	Local	1 2	1 2 2 4
26	Provision of pedestrian refuge near bus stops on A22 Godstone Road near Old Barn Lane	Bus stop accessibility	Scheme Identification	£50,000	Local Committee contribution \$106/CIL	Short	Local	1 2	1 2 2 4
27	Caterham - pedestrian crossing/traffic islands at: Buxton Lane junction with Portley Lane Redhall Court, Chaldon Road Clifton Hill Sch/Sunny Rise/Chaldon Rd Le Personne Homes – Banstead Rd & Le Personne Rd	Improve pedestrian safety	Scheme Identification	£160,000	Local Committee contribution \$106/CIL	Short	Local	1 2	1 2 2 4
28	Parking strategy	Plan for additional commuter parking	Scheme Identification	£20,000	Local Committee contribution \$106/CIL	Short	Local	1 2	1 2 2 4
29	Dropped kerbs at Ninehams Road to increase off street parking	Reduce congestion	Scheme Identification	£5,000	Local Committee contribution \$106/CIL	Short	Local	1 2	1 2 2 4

Scheme ID#	Location and scheme/package description	Scheme purpose	Delivery stage	Estimated cost ⁷	Potential Funding sources ⁸	Estimated timeframe for start date ⁹ (Short, medium, long ¹⁰)	Status ¹¹	Local Strategy Objective	SCC E&I directorate priorities ¹²
30	Implement a travel plan at de Stafford School	Reduce congestion at rush hour times	Scheme Identification	£10,000	Local Committee contribution \$106/CIL	Short	Local	1 2	1 2 4
31	Improvements to footpath network and cycle paths around Caterham.	To limit the additional congestion and improve safety	Scheme Identification	£100,000	Local Committee contribution \$106/CIL	Short	Local	1 2	1 2 4
Oxted									
32	Pedestrian crossing on Pollards Oak Road	Pedestrian safety and accessibility	Scheme Identification	£150,000	Local Committee contribution \$106/CIL	Short	Local	1 2	1 2 4
33	Measures to reduce speeding and improve width of footways on Woodhurst Lane	Safety and accessibility and speed management	Scheme Identification	£80,000	Local Committee contribution \$106/CIL	Short	Local	1 2	1 2 4
34	Junction improvement Miles Lane/Tandridge Lane	Relieve congestion and safety improvements	Scheme Identification	£150,000	Local Committee contribution \$106/CIL	Medium	Local	1 2	1 2 4
35	Signalised junction on A25 Godstone Road/Church Lane	Relieve congestion and safety improvements	Scheme Identification	£150,000	Local Committee contribution \$106/CIL	Medium	Local	1 2	1 2 4
36	Measures to reduce speed on Woodhurst Lane	Speed management	Scheme Identification	£80,000	Local Committee contribution \$106/CIL	Short	Local	1 2	2
37	Speed limit reduction – 20mph outside school on Wolf's Wood	Safety scheme	Scheme Identification		Local Committee contribution \$106/CIL	Short	Local	1	2
38	Cyclist / pedestrian refuge island on the A25 to the west of Old Oxted High Street	Improve safety	Scheme Identification	£50,000	Local Committee contribution \$106/CIL	Short	Local	1 2	1 2 4
39	Reduce speed limit from the approach to Oxted from the west to the B2025	Improve safety as number of cars increase	Scheme Identification	£35,000	Local Committee contribution \$106/CIL	Short	Local	1 2	1 2 4
40	Expansion under or over existing car parks	Accommodate additional commuters and encourage local economy	Scheme Identification	£200,000	Local Committee contribution \$106/CIL	Medium	Local	2	1 2 4
41	Provision of a footpath along Wolf's Hill	Improve accessibility between Oxted and Hurst Green	Scheme Identification	£250,000	Local Committee contribution \$106/CIL	Short	Intermediate	1 2	1 2 4
42	Bluehouse Lane, new footway	Improve access to Limsfield Grange School	Scheme Identification	£150,000	Local Committee contribution \$106/CIL	Short	Local	1 2	1 2 4

Scheme ID#	Location and scheme/package description	Scheme purpose	Delivery stage	Estimated cost ⁷	Potential Funding sources ⁸	Estimated timeframe for start date ⁹ (Short, medium, long ¹⁰)	Status ¹¹	Local Strategy Objective	SCC E&I directorate priorities ¹²
43	Remodelling of Church Lane/A25 junction to include traffic signals, realignment of kerbs etc	To limit the additional congestion	Scheme Identification	£300,000	Local Committee contribution \$106/CIL	Long	Local	1 2	1 2 4
44	Expansion of under or over existing car parks	To improve parking facilities in the town centre for commuters	Feasibility	£200,000	Local Committee contribution \$106/CIL	Long	Intermediate	2	1 2 4
Warlingham									
45	Traffic calming on B270 Hillbury Road	Traffic calming	Scheme Identification	£100,000	Local Committee contribution \$106/CIL	Medium	Local	1 2	2
46	Removal of existing traffic calming measures and introduce mini-roundabout at junction with Harrow Road/Farleigh Road	Provision of roundabout	Scheme Identification		Local Committee contribution \$106/CIL	Medium	Local	1 2	1 2 4
47	Widen the corners at Crewes Close and install parking bays at the top of Blanchmans Road	Parking management	Scheme Identification	£100,000	Local Committee contribution \$106/CIL	Medium	Local	1 2	1 4
48	Improvements to Sunny Bank due to congestion from rat running.	Congestion expected to increase as population increases	Scheme Identification	£50,000	Local Committee contribution \$106/CIL	Medium	Local	1 2	1 2 4
130	Succomb Hill carriageway Improvement scheme	Improve pedestrian and traffic safety	Scheme Identification	TBC	Local Committee contribution \$106/CIL	Unknown	Intermediate	1 2	1 2 4
Godstone and South Godstone									
49	Pedestrian crossing north of Tiburstow Hill	Pedestrian safety and accessibility	Scheme Identification	£150,000	Local Committee contribution \$106/CIL	Short	Local	1 2	1 2 4
50	20 mph outside school on Hunters Chase	Safety and accessibility	Scheme Identification	£20,000	Local Committee contribution \$106/CIL	Short	Local	1 2	2
51	Safety and HGV issues to include 20mph speed limit and signing on Ivy Mill Lane/Waterhouse Lane	Address problems with HGV	Scheme Identification	£50,000	Local Committee contribution \$106/CIL	Short	Local	3	1 2 4
52	Footway on A22 and Tiburstow Hill Road in South Godstone	Pedestrian safety and accessibility	Scheme Identification	£150,000	Local Committee contribution \$106/CIL	Short	Local	2	1 2 4
53	Speed management on A22 Eastbourne Road Junction/Water Lane, South Godstone	Speed management	Scheme Identification	£80,000	Local Committee contribution \$106/CIL	Short	Local	2	2

Scheme ID#	Location and scheme/package description	Scheme purpose	Delivery stage	Estimated cost ⁷	Potential Funding sources ⁸	Estimated timeframe for start date ⁹ (Short, medium, long ¹⁰)	Status ¹¹	Local Strategy Objective	SCC E&I directorate priorities ¹²
54	Speed management on B2236 High Street	Speed management	Scheme Identification	£80,000	Local Committee contribution \$106/CIL	Short	Local	2	2
55	Extend existing 30mph limit eastwards on Oxted Road	Speed management	Scheme Identification	£80,000	Local Committee contribution \$106/CIL	Short	Local	2	2
56	Road closure at High Street end at Salisbury Road	Stop rat running	Scheme Identification	£50,000	Local Committee contribution \$106/CIL	Short	Local	2	1 2 4
57	Measures to restrict access of use by HGVs on Harts Lane and reduce impact of HGVs on Byers Lane	Address HGV issues	Scheme Identification	£50,000	Local Committee contribution \$106/CIL	Short	Local	3	1 2 4
58	Priority give-way on Railway Bridge on Outwood Lane	Relieve congestion	Scheme Identification		Local Committee contribution \$106/CIL	Short	Local	2	1 2 4
59	Road widening on Lagham Park	Relieve congestion and safety issues	Scheme Identification		Local Committee contribution \$106/CIL	Short	Local	2	1 2 4
60	Roundabout on A22/Miles Lane/Harts Lane	Provision of roundabout	Scheme Identification	£250,000	Local Committee contribution \$106/CIL	Medium	Local	2	1 2 4
61	Street lighting improvement on footpath on Godstone Green	Safety improvement for pedestrians	Scheme Identification	£50,000	Local Committee contribution \$106/CIL	Short	Local	1	1 2 4
62	A22 safety improvements south of M25 to Godstone.	Safety improvements	Scheme Identification	£50,000	Local Committee contribution \$106/CIL	Short	Local	1	2
63	Review phasing of traffic lights on dual carriageway south of junction 6 M25	Relieve congestion	Scheme Identification	£50,000	Local Committee contribution \$106/CIL	Short	Local	2	1 2 4
64	Widen footway/cycleway from Tylers Green Roundabout to A22/A25 junctions including Godstone bypass	To limit the additional congestion and improve safety	Scheme Identification	£90,000	Local Committee contribution \$106/CIL	Short	Local	1	1 2 4
65	M25 Junction 6 approaches improvements	Reduce congestion	Scheme Identification	£100,000	Local Committee contribution \$106/CIL	Medium	Local	2	1 2 4
66	Widen existing footway to provide shared footway/cycleway on A25 (between Godstone and Bletchingley)	To limit the additional congestion and improve safety	Scheme Identification	£250,000	Local Committee contribution \$106/CIL	Unknown	Intermediate	1	1 2 4
129	Tilburstow Hill Road/ A22 junction improvements	To improve pedestrian safety	Scheme Identification	TBC	Local Committee contribution \$106/CIL	Unknown	Intermediate	1	1 2 4

Scheme ID#	Location and scheme/package description	Scheme purpose	Delivery stage	Estimated cost ⁷	Potential Funding sources ⁸	Estimated timeframe for start date ⁹ (Short, medium, long ¹⁰)	Status ¹¹	Local Strategy Objective	SCC E&I directorate priorities ¹²
Whyteleafe									
67	Review traffic calming measures on Whyteleafe Hill ¹³	Traffic calming	Scheme Identification	£100,000	Local Committee contribution \$106/CIL	Short	Local	2	2
68	A22 roundabout at junction with B270 Hilbury Road drainage improvements	Existing drainage capacity at roundabout is inadequate to accommodate the amount of surface water run-off during heavy rainfall causing flooding	Scheme Identification	£200,000	Local Committee contribution \$106/CIL	Medium	Local	2	1 2 4
69	A22 roundabout Whyteleafe approaches - remodelling	Relieve congestion at roundabout	Scheme Identification	£350,000 - £400,000	Local Committee contribution \$106/CIL	Unknown	Intermediate	2	1 2 4
70	Improvements to and provision of cycle route along the A22 between Whyteleafe and Wapses Lodge Roundabout	To limit the additional congestion and improve safety	Scheme Identification	£100,000	Local Committee contribution \$106/CIL	Short	Local	2	1 2 4
71	Improve footways/cycleways adjacent to the A22 to the north of the M25(between Wapses Lodge Roundabout and the M25 junction 6 roundabout junction)	To limit the additional congestion and improve safety	Scheme Identification	£150,000	Local Committee contribution \$106/CIL	Short	Local	2	1 2 4
72	Parking management on A22 Godstone Road	Parking management	Scheme Identification	£50,000	Local Committee contribution \$106/CIL	Short	Local	2	1 2 4
73	A22 Wapses Lodge Roundabout	To signalise the roundabout to improve the traffic flows, improve the drainage, remove the subway, provide 'at grade' pedestrian crossing facilities for safety purposes, reconstruct the carriageway, and provide environmental enhancement through soft landscaping in the centre of the roundabout	Scheme Identification	£7.1m	Local Committee contribution \$106/CIL	Long	Major	2	1 2 4
Lingfield									
74	Traffic calming measures on Newchapel Road	Traffic calming	Scheme Identification	£100,000	Local Committee contribution \$106/CIL	Short	Local	1	2
75	Quiet Lanes rural enhancement and safety scheme	Traffic calming	Scheme Identification	£80,000	Local Committee contribution \$106/CIL	Unknown	Local	1	2

¹³ Removal of existing humps likely

Scheme ID#	Location and scheme/package description	Scheme purpose	Delivery stage	Estimated cost ⁷	Potential Funding sources ⁸	Estimated timeframe for start date ⁹ (Short, medium, long ¹⁰)	Status ¹¹	Local Strategy Objective	SCC E&I directorate priorities ¹²
76	Traffic calming measures on Crowhurst Road/Station Road ¹⁴	Traffic calming	Scheme Identification	£100,000	Local Committee contribution \$106/CIL	Short	Local	1	2
77	Measures to address traffic speeds on Crowhurst Lane	Speed management	Scheme Identification	£80,000	Local Committee contribution \$106/CIL	Short	Local	1	2
78	Speed management on Town Hill/Station Road	Speed management	Scheme Identification	£80,000	Local Committee contribution \$106/CIL	Short	Local	1	2
79	Review area wide HGV signing to industrial parks	Address HGV issues	Scheme Identification	£50,000	Local Committee contribution \$106/CIL	Medium	Local	3	1 2 4
80	B2028 traffic management plan for race days and major events	To limit the additional congestion	Scheme Identification	£10,000	Local Committee contribution \$106/CIL	Short	Local	2	1 2 4
Bletchingley									
81	Traffic/pedestrian island on A25 Bletchingley Road/North Park Lane	Pedestrian safety and accessibility	Scheme Identification	£50,000	Local Committee contribution \$106/CIL	Short	Local	1	1 2 4
82	Traffic calming measures on Rabies Heath Road	Traffic calming	Scheme Identification	£100,000	Local Committee contribution \$106/CIL	Short	Local	1	2
83	Speed management measures on Pendell Road	Speed management	Scheme Identification	£100,000	Local Committee contribution \$106/CIL	Short	Local	1	2
84	Traffic calming/speed limit reduction on Brewer Street	Speed management	Scheme Identification	£100,000	Local Committee contribution \$106/CIL	Short	Local	1	2
85	Widen Rabies Heath Road junction with A25 to accommodate new pedestrian refuge island.	To improve safety	Scheme Identification	£50,000	Local Committee contribution \$106/CIL	Short	Local	1	2
86	Junction improvements on Outwood Lane / A25 (possible signalization of junction)	To limit the additional congestion	Scheme Identification	£150,000	Local Committee contribution \$106/CIL	Unknown	Local	2	1 2 4
Nutfield									
87	Traffic calming measures and pedestrian crossing	Traffic calming and safety	Scheme Identification	£50,000	Local Committee contribution \$106/CIL	Unknown	Local	1	2

¹⁴ 30mph section

Scheme ID#	Location and scheme/package description	Scheme purpose	Delivery stage	Estimated cost ⁷	Potential Funding sources ⁸	Estimated timeframe for start date ⁹ (Short, medium, long ¹⁰)	Status ¹¹	Local Strategy Objective	SCC E&I directorate priorities ¹²
88	Measures to prevent HGV access to lay-by near the cemetery on A25 Nutfield Road	HGV parking restrictions	Scheme Identification	£50,000	Local Committee contribution \$106/CIL	Short	Local	3	1 2 4
89	HGV restraint Bletchingley and Nutfield area	HGV restrictions	Scheme Identification	£50,000	Local Committee contribution \$106/CIL	Short	Local	3	1 2 4
90	Measures to slow drivers on A25 Nutfield and Parkwood Road	Traffic calming and safety	Scheme Identification	£80,000	Local Committee contribution \$106/CIL	Short	Local	1	1 2 4
Felbridge									
91	Pedestrian facilities on A22/A264 Copthorne Road Junction and Mill Lane	Pedestrian safety and accessibility	Scheme Identification	£100,000	Local Committee contribution \$106/CIL	Short	Local	1	1 2 4
92	Proposed footway (Mill Lane) – A264 Copthorne Road Junction/Mill Lane	Pedestrian safety and accessibility	Scheme Identification	£150,000	Local Committee contribution \$106/CIL	Short	Local	1	1 2 4
93	Pedestrian phase at existing traffic signals on A22 Eastbourne Road/A264 Copthorne Road	Pedestrian safety and accessibility	Scheme Identification	£50,000	Local Committee contribution \$106/CIL	Short	Local	1	1 2 4
94	Improvements to A22/A264 junction (including pedestrian improvements)	To limit the additional congestion and improve safety	Scheme Identification	£300,000	Local Committee contribution \$106/CIL	Unknown	Intermediate	2	1 2 4
95	Speed management Measures on either A264 and A22	To improve safety	Scheme Identification	£80,000	Local Committee contribution \$106/CIL	Short	Local	1	2
96	Improve A264/Crawley Down Rd junction (possible signalization of junction)	To limit the additional congestion	Scheme Identification	£150,000	Local Committee contribution \$106/CIL	Unknown	Local	2	1 2 4
97	Local traffic calming improvements (e.g. along Crawley Down Road)	To improve safety	Scheme Identification	£100,000	Local Committee contribution \$106/CIL	Short	Local	1	2
98	Improve Crawley Down Road footpath lighting	Improve safety and accessibility for pedestrians	Scheme Identification	£50,000	Local Committee contribution \$106/CIL	Short	Local	1	1 2 4
99	Introduce cycleways on: - A264 - A22 and - Crawley Down Road	To limit the additional congestion	Scheme Identification	£200,000	Local Committee contribution \$106/CIL	Short	Local	2	1 2 4

Scheme ID#	Location and scheme/package description	Scheme purpose	Delivery stage	Estimated cost ⁷	Potential Funding sources ⁸	Estimated timeframe for start date ⁹ (Short, medium, long ¹⁰)	Status ¹¹	Local Strategy Objective	SCC E&I directorate priorities ¹²
100	B2028 Felbridge A22/A264 HGV route diversion	Proposal is to provide a shorter more direct route to Gatwick Airport avoiding the traffic signalled junction between A22 and A264 at Felbridge	Scheme Identification	Up to £200,000 dependent on feasibility study	Local Committee contribution \$106/CIL	Short	Local	3	1 2 4
Outwood									
101	Reduce 50mph to 40mph on Prince of Wales Road/Dayseys Hill/Rookery Hill	Speed management	Scheme Identification	£80,000	Local Committee contribution \$106/CIL	Short	Local	1	2
	Reduce 40mph to 30mph Millers Lane/Bellwether Lane/Wasp Green Lane	Speed management	Scheme Identification	£80,000	Local Committee contribution \$106/CIL	Short	Local	1	2
102	Speed limit assessments in Outwood	Speed management	Scheme Identification	£50,000	Local Committee contribution \$106/CIL	Short	Local	1	2
Smallfield									
103	Provision of footway on Redehall Road	Pedestrian safety and accessibility	Scheme Identification	£100,000	Local Committee contribution \$106/CIL	Short	Local	1	1 2 4
104	Footway on Plough Road	Pedestrian safety and accessibility	Scheme Identification	£150,000	Local Committee contribution \$106/CIL	Short	Local	1	1 2 4
105	Pedestrian crossing on Redehall Road	Pedestrian safety and accessibility	Scheme Identification	£150,000	Local Committee contribution \$106/CIL	Short	Local	1	1 2 4
106	Traffic calming alterations on Redehall Road	Speed management	Scheme Identification	£100,000	Local Committee contribution \$106/CIL	Short	Local	1	2
Hurst Green									
107	Footway extension on Mill Lane	Pedestrian safety and accessibility Access to train station improvements	Scheme Identification	£100,000	Local Committee contribution \$106/CIL	Short	Local	1	1 2 4
108	New footway between Holland Lane and the junction of The Hollies and Red Lane	Pedestrian safety and accessibility	Scheme Identification		Local Committee contribution \$106/CIL	Short	Local	1	1 2 4
109	HGV restraint measures – Woodhurst Lane	Pedestrian safety and accessibility	Scheme Identification	£50,000	Local Committee contribution \$106/CIL	Short	Local	1	1 2 4
Woldingham									

Scheme ID#	Location and scheme/package description	Scheme purpose	Delivery stage	Estimated cost ⁷	Potential Funding sources ⁸	Estimated timeframe for start date ⁹ (Short, medium, long ¹⁰)	Status ¹¹	Local Strategy Objective	SCC E&I directorate priorities ¹²
110	Assessment of speeds through village	Traffic calming/speed management	Scheme Identification		Local Committee contribution \$106/CIL	Short	Local	1	2
111	Traffic calming measures and 20mph on Church Road	Traffic calming	Scheme Identification	£100,000	Local Committee contribution \$106/CIL	Short	Local	1	2
112	Measures to reduce speed on Slines Road	Speed management	Scheme Identification	£80,000	Local Committee contribution \$106/CIL	Short	Local	1	2
Dormansland									
113	Quiet Lanes	Traffic calming	Scheme Identification	£100,000	Local Committee contribution \$106/CIL	Short	Local	1	2
114	Pedestrian crossing facilities on High Street	Pedestrian safety and accessibility	Scheme Identification	£100,000	Local Committee contribution \$106/CIL	Short	Local	1	1 2 4
115	Footway on B2028 Racecourse Road/Dormans Road (Racecourse Road between Dormans Road and Plough Road)	Pedestrian safety and accessibility	Scheme Identification	£150,000	Local Committee contribution \$106/CIL	Short	Local	1	1 2 4
116	Footway on Hollow Lane	Pedestrian safety and accessibility	Scheme Identification	£150,000	Local Committee contribution \$106/CIL	Short	Local	1	1 2 4
117	Speed management on Plough Road	Speed management	Scheme Identification	£80,000	Local Committee contribution \$106/CIL	Short	Local	1	2
118	Parking/drop off points in New Farthingdale	Parking management	Scheme Identification	£50,000	Local Committee contribution \$106/CIL	Short	Local	1	1 2 4
119	Roundabout at Station Road/Mutton Hill/Wilderwick Road	Provision of roundabout	Scheme Identification	£250,000	Local Committee contribution \$106/CIL	Medium	Local	2	1 2 4
120	Mini-roundabout at High S/Plough Rd/Dormans Rd/Hollow Lane jct	To limit the additional congestion	Scheme Identification	£250,000	Local Committee contribution \$106/CIL	Medium	Intermediate	2	1 2 4
Other smaller settlements									
121	Pedestrian crossing between Warringham Green and Trenham Drive on B269 Limsfield Road, Hamsey Green	Pedestrian safety and accessibility	Scheme Identification	£150,000	Local Committee contribution \$106/CIL	Medium	Local	1	1 2 4
123	Measures to reduce speeds on roundabout with Blackberry Road Felcourt Road, Felcourt	Speed management	Scheme Identification	£250,000	Local Committee contribution \$106/CIL	Short	Local	1	1 2 4

Scheme ID#	Location and scheme/package description	Scheme purpose	Delivery stage	Estimated cost ⁷	Potential Funding sources ⁸	Estimated timeframe for start date ⁹ (Short, medium, long ¹⁰)	Status ¹¹	Local Strategy Objective	SCC E&I directorate priorities ¹²
124	Extend 40mph on West Park Road and Snow Hill, Copthorne	Speed management	Scheme Identification	£80,000	Local Committee contribution \$106/CIL	Short	Local	1	2
125	Traffic calming measures, warning signs on East Park Lane, Newchapel	Relieve congestion and safety improvements	Scheme Identification	£100,000	Local Committee contribution \$106/CIL	Unknown	Local	2	1 2 4
126	HGV restrictions on East Park Lane, Horne	Address HGV issue	Scheme Identification	£50,000	Local Committee contribution \$106/CIL	Short	Local	3	1 2 4
127	Increase parking facilities , Limpsfield	Deficit is expected to increase	Scheme Identification	£50,000	Local Committee contribution \$106/CIL	Short	Local	2	1 2 4
128	Installation of speed control measures on Rook Lane, Chaldon	Improve safety	Scheme Identification	£80,000	Local Committee contribution \$106/CIL	Short	Local	1	1 2 4
131	Pedestrian crossing in Chaldon village	Improve safety	Scheme Identification	Unknown	Local Committee contribution \$106/CIL	Short	Local	1	1 2 4

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Surrey Transport Plan

Tandridge Local Transport Strategy & Forward Programme Consultation Report



December 2014

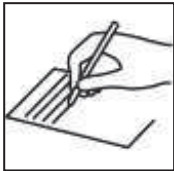
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In writing

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Transport Policy (Room 420)
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Kingston upon Thames
Surrey KT1 2DN



By phone

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www.surreycc.gov.uk/

Surrey Transport Plan, 2011-2026

**Local Transport Strategies and Forward Programmes Tranche 2 Consultation
Report- Tandridge**

December 2014

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Executive Summary

Extensive consultation and close partnership working are at the heart of the Surrey Transport Plan and our approach to transport in the county.

This report describes the consultation process for the Tandridge Local Transport Strategy and Forward Programme and how this has shaped the Strategy going forward. All consultation responses received were considered in the revision of the draft strategy.

The county council has produced an SEA screening report ([link](#)) and an Equalities Impact Assessment.

Consultation and participation will continue to inform the future revisions of the strategies and the implementation programmes, as these are brought forward.

1 Approach to Consultation

Extensive consultation and close partnership working are at the heart of the Surrey Transport Plan and our approach to transport in the county.

This report describes the consultation process for the Local Transport Strategies and Forward Programmes included in the first tranche of district and borough strategies. This report summarises who responded to the consultation, the key issues which emerged from the representations received and how the strategy was revised in consequence.

The main purpose of consulting and engaging on the draft Local Transport Strategies (LTSs) was to:

- a) inform people
- b) get feedback on the Tandridge Local Transport Strategy
- c) seek local input on the Tandridge Local Transport Strategy and Forward Programme

The county council would like to thank all those who commented on the Local Transport Strategies and Forward Programmes.

1.1 Consultations undertaken

The following Local Transport strategies were consulted upon as part of Tranche 2 public consultation:

- Reigate and Banstead Local Transport Strategy and Forward Programme
- Tandridge Local Transport Strategy and Forward Programme
- Surrey Heath Local Transport Strategy and Forward Programme

1.2 Consultation process

The strategies were subject to a 6 week online public consultation from 16th September to 28th October 2014. The consultation documents were published on the Surrey county council website. The public and stakeholders were asked key questions in an online survey in relation to the programme:

1. We have tried to identify the most pressing transport issues impacting the District/Borough. Are there any other transport problems that we should consider?
2. The strategy looks to address existing transport issues, support the planned growth within the District/Borough and mitigate any negative impacts. Are the

objectives of the strategy right (see Chapter 2 of the Local Transport Strategy)?

3. Are there any other schemes we should consider that we have not included in the Forward Programme (see Annex)?
4. Would you like to make any additional comments not already covered in the preceding questions?

The draft local transport strategies and forward programmes were available in hard copies at the District/Borough Offices and at County Hall. Leaflets and posters were sent to all Surrey libraries in the relevant districts/boroughs and local council offices.

Information was sent by email to:

- All Surrey Transport Plan consultees
- All County councillors
- All Borough/District councillors
- All Parish councillors where applicable



Figure 1-1: The Local Transport Strategies consultations were promoted on the Tandridge DC website

Tandridge LC

@TandridgeLC

Consultation Alert! Have your say on the #Tandridge Local Transport Strategy and Forward Programme: surreycc.gov.uk/get-involved/y... #consultation - 17

Sep

Figure 1-2: The consultations were tweeted by Tandridge Local Committee

1.3 Wider engagement activities

Various engagement activities and were used to inform the development of the Local Transport Strategies. This included officer workshops, informal Local Committee, task groups and partnership working with district officers.

Consultation and participation will continue to inform the revision of the strategies.

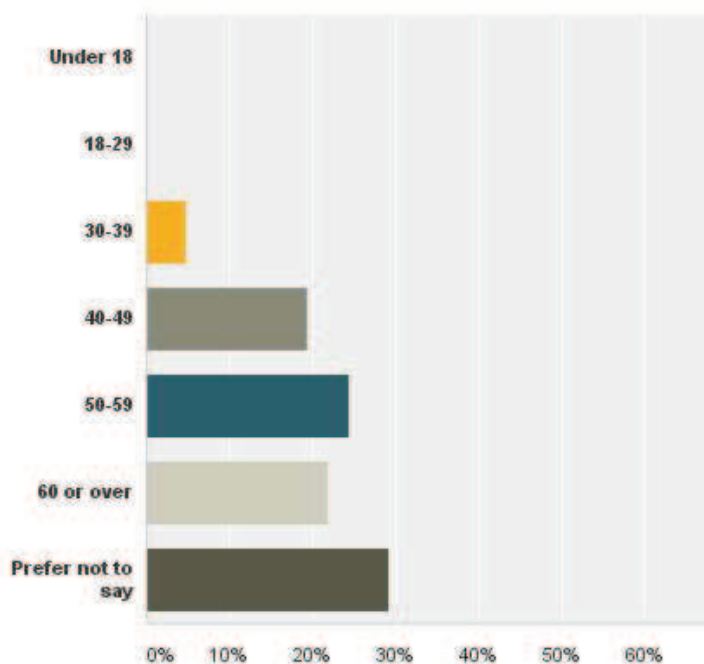
1.4 Who responded to the consultation

The second tranche of LTS received 53 responses to the online survey as well as a number of responses by email, split between the three boroughs and districts.

The majority of respondents to the online survey identified themselves as male (57.14%) and the most common age range of respondents was 50- 59 (24.39%).

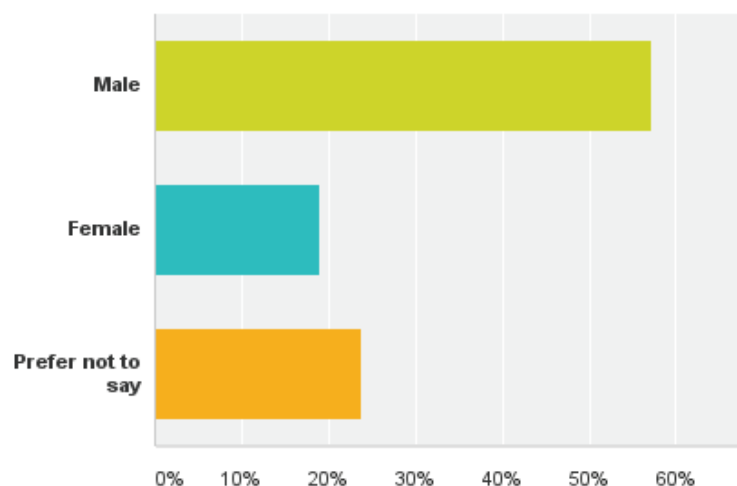
Q6 What is your age?

Answered: 41 Skipped: 12



Q7 Gender

Answered: 42 Skipped: 11



73.17% of respondents to the survey did not consider themselves to have a disability. The most common disability identified by respondents to the survey was mobility issues.

There were 20 responses to the Tandridge Local Transport Strategy consultation via the online survey; other responses were received by email. Responses were received from a wide range of individuals and organisations, including:

Public sector

- Tandridge District Council Officers
- Tandridge Informal Local Committee
- Surrey County Council Officers

Private sector companies or representing bodies

- Gatwick Airport
- Highways Agency
- Natural England

1.5 Key themes of representations and resulting changes

The key themes which came out of the public consultation were HGVs, congestion and access to the M25. In response to these themes relevant County Council officers were asked to assist in the modification of the transport strategy to reflect these concerns. Working with specialist officers in each area and with the collaboration of other SCC officers, each concern expressed in the consultation has been responded to in the annex. Many of the issues raised have been looked into before as part of previous or ongoing work streams, particularly within the other strategies which form part of the LTP3.

Other amendments have been made to the draft Tandridge Local Transport Strategy and Forward Programme in response to several of the comments received. These amendments include:

- Restructuring of chapter 2 to improve readability.
- Workstreams added to chapter 6 to improve thoroughness.
- Layout of the Forward Programme amended.
- Minor amendments throughout the document to improve accuracy, readability and provide up to date information.

We received many comments during the consultation which relate to possible schemes to be included into the Forward Programme. Many of these schemes require initial work to assess the need for and scope of any intervention. As the forward programme is a live document and the Forward Programme will be updated yearly, these suggestions will be reviewed as part of this process and possibly included in the next version of the Programme.

Annex: Public Consultation responses

Survey Response #	LTS	Response to question	Public Comment on the Tandridge LTS and Forward Programme	SCC response
3		5	I think there should be a reference to the Rights of Way Improvement Plan in the Related workstreams and projects sections (as an SCC workstream)	The rights of Way Improvement Plan was not publicly available at the time of publishing the consultation draft of the Tandridge Local Transport Strategy. When this plan is available it will be included in the transport strategy.
6	TAN	2	Buses at the weekend are non-existent, it would be nice to have just a few on Saturdays and Sundays	Bus services are part of revenue spending. This document focuses on capital infrastructure interventions. SCC are currently undertaking a local transport review which aims to make savings while maintaining the services that residents rely on most, services that get people to work, hospitals, schools and supermarkets. The review is open to comments from the public until 14 January 2015 and can be found at this link https://www.surreysays.co.uk/e-i-directorate-programme-group/local-transport-review
7	TAN	2	Provision for cyclists. I am NOT a cyclist! Excellent cycle paths have been provided along the B269 for example, but cyclists seem to prefer to use the roadway, endangering themselves and other users. This is because: the paths are not signposted clearly enough; hedges and undergrowth is not trimmed back enough; when it is, debris is left on the path leading to a risk of punctures.	Whilst encouraging sustainable travel across the borough is part of the objectives of the strategy, this has been considered in conjunction with other transport modes such as walking and public transport. The County Council has a maintenance programme. This strategy focused on improving the Tandridge transport network and mitigating future growth. These concerns have been passed on to the SCC cycle programme team and the planned maintenance team. Issues with specific routes can be reported directly to SCC highways at this link http://www.surreycc.gov.uk/do-it-online/report-it-online
15	TAN	2	There is only minimal attention paid to the issues of cycling infrastructure and cycling transport.	The Tandridge Local Transport Strategy looks at all popular mode of transport. The County Council has produced a cycling strategy, details of which can be found in Chapter 6 of the LTS. SCC is producing Local cycling strategy for Tandridge which will look at cycling issue within the district.
15	TAN	3	The main objective of a local transport strategy as an absolute minimum should be to ensure that every child has the right, and can safely exercise the right to either walk or cycle safely to school and back. Where cycling goals are identified they lack coherent vision, and lack detail of implementation. This plan is not fit for purpose.	The County Council has produced a safe routes to school strategy which is referenced within the Tandridge Local Transport Strategy and the County Council Cabinet has recently approved a new "Road Safety Outside Schools" policy. The purpose of this policy is to set out the process that will be used by Surrey County Council for investigating and responding to concerns about road safety outside schools. The aim is to reduce the risk of collisions, and to make the road feel safer in order to improve the attractiveness of walking and cycling to and from schools
15	TAN	4	To achieve the modal shift in transport to sustainable options, we need a shift in approach. Surrey Council must stop thinking that we will make progress by following the same approach that it always has. We need to stop the piecemeal and slowly-slowly approach to cycling infrastructure and actually implement measurable programmes that have a proven track-record for increasing cycling. Why do we keep doing the same thing and expect different results?	This strategy looks at providing a more comprehensive transport network across Tandridge but unfortunately infrastructure schemes can only be implemented as and when funding is made available. The County Council has completed large scale investment in key areas such as the cycling demonstration town Woking whilst also investing locally in small scale works which seek to address local needs.
15	TAN	5	There is no mention or factoring of induced demand in the plan. Therefore the notion of 'reducing congestion' and 'reducing journey times' which pervades the plan/strategy is flawed. We need not only to understand induced demand in terms of our own roads, where 'improvements' as those proposed in the report are a zero-sum game, but also in terms of the impact of other schemes such as the M25 widening on our infrastructure.	Induced demand would be included in the modelling of any scheme in the Forward Programme that would require it. The County Councils Transport Studies team have modelled the entire county road network and will thoroughly analyse all road interventions when necessary.
25	TAN	2	Traffic speeds on Caterham High Street/Church Hill. Pedestrian safety at the junction of Caterham High Street and Whyteleafe Road/entrance to Queen's Park.	The Forward Programme contains eight schemes specifically aimed at pedestrian safety and traffic calming in Godstone and South Godstone (Scheme 49, 50, 52, 53, 54, 55, 61 and 129) as well as number of schemes for the surrounding transport network.

25	TAN	4	Traffic calming on Caterham High Street/Church Hill. A safe pedestrian crossing on Caterham High Street at the entrance to Queen's Park. Parking enforcement (double yellows, parking on the pavement) on and around Caterham High Street.	The Forward Programme contains eight schemes specifically aimed at pedestrian safety and traffic calming in Godstone and South Godstone (Scheme 49, 50, 52, 53, 54, 55, 61 and 129) as well as number of schemes for the surrounding transport network.
25	TAN	5	I'm really pleased to see some consideration for the needs of pedestrians. Caterham would be a much nicer place to live if it was safer and more pleasant to get around on foot.	The Forward Programme contains eight schemes specifically aimed at pedestrian safety and traffic calming in Godstone and South Godstone (Scheme 49, 50, 52, 53, 54, 55, 61 and 129) as well as number of schemes for the surrounding transport network.
29	TAN	2	The congestion caused by the A25 acting as a relief road for the M25 has been identified several times in the document but a solution to the problem has been avoided throughout.	When there is an incident on a major road, diversion routes are used for traffic. These routes have been agreed with the Highways Agency by SCC. The Highways Agency are now running a "smart" motorway on the section of the M25 between junctions 5 and 6/7. The hard shoulder has been converted for use as a permanent traffic lane. This, together with the introduction of enhanced on-road technology to manage traffic flow will improve the reliability of journey times on this route. Local MPs have lobbied the transport minister about the Government's commitment to progress a new interchange between the A23 and the M25 at Hooley which would allow M25 traffic direct access to the Redhill area. The Highways Agency have collected data and are currently reviewing investment options for the A23 corridor. It is not yet known whether a new interchange at Hooley will be included in the Highways Agency Trunk road investment programme.
29	TAN	3	<p>The objectives cannot be argued with but solutions, some of which are under SCC control, have not been fully thought through. An example of this is the second objective in the Tandridge section –</p> <ul style="list-style-type: none"> • Relieve local bottlenecks on the road network • improve journey time reliability • improve local environments for settlements • and Objective three - Manage HGV traffic across the road network • Implement various HGV traffic measures to mitigate the impacts of HGVs on settlements within the district. Both these objectives could in part be solved by removing HGV traffic resulting from the Nutfield mineral workings from the A25. <p>When North Park Quarry was approved in Godstone a haul route for HGV's to reach the M25 was imposed by SCC. Why has a similar condition not been imposed on the Nutfield works? The same conditions and problems are still present yet SCC has permitted a further 150 movements a day to thunder through Godstone along the A25. This has been identified in section 3.17</p>	<p>The Nutfield proposal involves a different operator and sand type and the applicant was able to demonstrate that the traffic generated could be accommodated on the A25 without unacceptable environmental impacts. It should also be noted that from January 2015 the maximum number of lorry movements per day from Patteson Court landfill using the A25 are required to be significantly reduced. The haul road from North Park Farm is privately owned, the County Council cannot insist that J&J Franks, the operator at Nutfield, utilise that route. We can encourage them to investigate the possibility of using it, which we have, but we cannot obligate them to do so as it is not in their control.</p> <p>The haul route to North Park Farm was conceived as a proportionate response to the impact of quarry traffic associated with the re location of a sand processing plant from Merstham to Godstone about a decade ago. A planning authority should not seek to impose excessive requirements on a developer so leading to costs unrelated to the direct impact of the development proposal. The haul route was designed to deal with the mineral extracted locally and not for the purpose of acting as a bypass for traffic on the A25. The planning permission is quite clear about the use of the haul route and the need for its removal when mineral working ceases.</p>
29	TAN	4	Full use of the existing haul route for North Park Quarry should be utilised as a by-pass for Godstone and extended to carry minerals from the recently approve JJ Franks application in Nutfield. Access to Redhill from the M23/M25 will save a great deal of traffic from coming through the conservation area of Godstone and shaking our historic building to pieces.	

			<p>The haul road from North Park Farm was designed and built to be operated as a private haul road. It was not designed in accordance with the standards that would be applied to a public highway. There would need to be significant works to it to bring it up to acceptable highway standards and, as it is on private land, it would also have to be acquired by or the land transferred to the County Council.</p> <p>Local MPs have lobbied the transport minister about the Government's commitment to progress a new interchange between the A23 and the M25 at Hooley which would allow M25 traffic direct access to the Redhill area. The Highways Agency have collected data and are currently reviewing investment options for the A23 corridor. It is not yet known whether a new interchange at Hooley will be included in the Highways Agency Trunk road investment programme.</p> <p>A shared footway/cycleway would support the county council's approach of having off road cycling wherever possible in order to make cycling as accessible as possible to everyone, including less confident riders.</p> <p>The County Council has produced a Freight Strategy. Due to the location of Surrey; bordering London, bordering counties with a European link like Kent and being in close proximity to Gatwick and Heathrow airports a large number Heavy Goods Vehicles pass through the county's roads. The relative affluence of the county also means that there is a demand from the residents for goods to be delivered also increasing the amount of HGVs within the county.</p> <p>The aim of the freight strategy is to assist the effective transportation of goods whilst minimising the impact of HGVs on the environment and residents. To meet this aim the objective laid out are to; provide up-to-date information to the freight industry to enable more efficient, reliable safe and sustainable deliveries, reduce the negative impacts of HGVs on congestion, air quality and road safety (in urban areas) reduce incidences of HGVs being diverted along unsuitable lower category roads when not being used for access</p> <p>SCC is also working with Sat Nav companies to update their mapping software to ensure that HGVs are directed only along suitable routes.</p> <p>The County Council has produced a Freight Strategy. Due to the location of Surrey; bordering London, bordering counties with a European link like Kent and being in close proximity to Gatwick and Heathrow airports a large number Heavy Goods Vehicles pass through the county's roads. 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29	TAN	5	<p>Why does this consultation identify all the current problems (section 3.17, 7.34-7.39) but shies away from proposing a solution which is obvious to all local residents, i.e. give Redhill an access off the M25/M23.</p> <p>One of the proposed schemes is to provide a shared cycle/footpath between Godstone and Bletchingley. This is an extremely wide road with an existing, not very well maintained footway, and a painted cycle way on the road. Why waste additional funds on this scheme when the main cause of the problem, HGV's on the A25, has not been tackled. The other ideas are just tinkering round the edges while still ignoring the main issues.</p>	N/A	By email	<p>I feel the document has a major flaw when it come to the management of HGV's. As a long term resident of narrow lane with many sharp bends I am seeing an increasing number of HGV's using this and other lanes in the area as cut through to avoid congestion and to save fuel. They do not stay on the A roads as suggested in the policy, this is hope rather than a reality.</p>
	TAN	N/A	<p>Now that GPS mapping is common place it is easy to find the shortest distance route and with the ever increasing cost of fuel many drivers will take this route even if it is down narrow and unsuitable roads. I seen overseas registered vehicles and vehicles with names of companies from various parts of the UK using narrow lanes to save a few miles to reach the Gatwick area. HGV's are also seen late at night when there are no traffic delays on the A roads. There needs to be weight limits applied to all narrow lanes to prevent HGV's using them coupled with lower speed limits (30 mph) with both robustly enforced.</p>	N/A	By email	<p>Now that GPS mapping is common place it is easy to find the shortest distance route and with the ever increasing cost of fuel many drivers will take this route even if it is down narrow and unsuitable roads. I seen overseas registered vehicles and vehicles with names of companies from various parts of the UK using narrow lanes to save a few miles to reach the Gatwick area. HGV's are also seen late at night when there are no traffic delays on the A roads. There needs to be weight limits applied to all narrow lanes to prevent HGV's using them coupled with lower speed limits (30 mph) with both robustly enforced.</p>
	TAN	N/A	<p>If you do this you might encourage more people to walk or cycle as currently most people feel this is far to dangerous due to the ever growing number of HGV's using narrow lanes that have no footpath/pavement and are no street lighting. As many of these lanes were not designed to take HGV's on a regular basis they are being destroyed adding to the repair and maintenance</p>	N/A	By email	<p>If you do this you might encourage more people to walk or cycle as currently most people feel this is far to dangerous due to the ever growing number of HGV's using narrow lanes that have no footpath/pavement and are no street lighting. As many of these lanes were not designed to take HGV's on a regular basis they are being destroyed adding to the repair and maintenance</p>

			costs. Weight limit signs are cheap and are used elsewhere and give a simple solution to this growing problem		safety for pedestrians and cyclists across the district.
By email	TAN	N/A	Natural England has no substantive comments to make in respect of this strategy and would refer to our general comments above; especially in relation to paragraphs 8.18 and 8.19 of this document refers in respect of EIA and HRA.		Noted
By email	TAN	N/A	Paragraphs 8.18 and 8.19 refer to the need for detailed feasibility studies, incorporating Environmental Impact Assessments (EIA) and Habitat Regulations Assessment (HRA), where appropriate. Given the number of designated sites within the County as a whole, this approach is encouraged and supported.		Noted
34	TAN	2	That proposals with relation to the A25 through Bletchingley do not exacerbate the use of the network of minor roads between Chaldon, Bletchingley and Mersham as cut-throughs. The roads particularly at risk are Dean Lane (B2031 to A23), Rockshaw Road (A23 to Warwick Wold Road); Hilltop Lane, Bletchingley & Hilltop Lane, Chaldon; Rook Lane Chaldon (B2031 from Caterham to the Reigate & Banstead boundary); Church Lane, Chaldon/Ditches Lane, Coulsdon.		Noted
34	TAN	5	That the District Councils must cooperate to mitigate the impact of schemes across district boundaries. Chaldon being on the Reigate & Banstead boundary, with some well-used access to the A23, M23 and M25, is inevitably affected by decisions made outside Tandridge.		The Transport Strategy and Forward programme has been produced through partnership working within SCC and with EBC personnel. SCC also works closely with the Highways Agency.
35	TAN	2	Congestion of the A25, (particularly around Godstone), that is caused by its use as a relief road for the M25. This is identified as a problem throughout the strategy document, but no measures are considered, or planned, to address it.		When there is an incident on a major road, diversion routes are used for traffic. These routes have been agreed with the Highways Agency by SCC. The Highways Agency are now running a "smart" motorway on the section of the M25 between junctions 5 and 6/7. The hard shoulder has been converted for use as a permanent traffic lane. This, together with the introduction of enhanced on-road technology to manage traffic flow will improve the reliability of journey times on this route. Local MPs have lobbied the transport minister about the Government's commitment to progress a new interchange between the A23 and the M25 at Hooley which would allow M25 traffic direct access to the Redhill area. The Highways Agency have collected data and are currently reviewing investment options for the A23 corridor. It is not yet known whether a new interchange at Hooley will be included in the Highways Agency Trunk road investment programme.
35	TAN	3	The plan, as defined, does not achieve the Vision as defined: 'To help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey; in order to promote economic vibrancy, protect and enhance the environment and improve the quality of life.' Specifically, under the Tandridge Local Transport Strategy Objectives, three objectives are identified. Objective 1 may be met, although there is some doubt surrounding the ability of the plan to provide a more integrated and joined up public transport network. Objective 2, under the current plan, will not be met in Godstone. The plan, as defined, will not relieve local bottlenecks on the road network and improve journey time reliability or improve local environments for settlements, (particularly Godstone). Objective 3, as defined, to manage HGV traffic across the road network and to implement various HGV traffic measures to mitigate the impacts of HGVs on settlements within the district, will not be met in Godstone under the current plan.		There are 19 schemes identified for Godstone and South Godstone in the Forward Programme including some HGV mitigation measures. The County Council has produced a Freight Strategy. Due to the location of Surrey; bordering London, bordering counties with a European link like Kent and being in close proximity to Gatwick and Heathrow airports a large number of Heavy Goods Vehicles pass through the county's roads. The relative affluence of the county also means that there is a demand from the residents for goods to be delivered also increasing the amount of HGVs within the county. The aim of the freight strategy is to assist the effective transportation of goods whilst minimising the impact of HGVs on the environment and residents. To meet this aim the objective laid out are to; provide up-to-date information to the freight industry to enable more efficient, reliable safe and sustainable deliveries, reduce the negative impacts of HGVs on congestion, air quality and road safety (in urban areas) reduce incidences of HGVs being diverted along unsuitable lower category roads when not being used for access SCC is also working with Sat Nav companies to update their mapping software to ensure that HGVs are directed only along suitable routes.

35	TAN	4	<p>The issue of access to the M23/M25 from Redhill needs to be addressed rather than just noted as a problem. It must be possible to create this access which would dramatically reduce the amount of traffic using Godstone as a route to/from Redhill. Surely Surrey County Council has the ability to work with the Highways Agency to achieve this! At best, the haul route that is currently single lane to and from North Park Quarry should be extended and converted to a two lane road that would serve as a bypass for Godstone, Bletchingly and Nutfield. This was discussed at the time of the original planning application by WBB Minerals but, rather like the absolute end date of 2014 that would not and could not be varied, it seems to have been forgotten by SCC!</p>	<p>The haul route to North Park Farm was conceived as a proportionate response to the impact of quarry traffic associated with the re location of a sand processing plant from Merstham to Godstone about a decade ago. A planning authority should not seek to impose excessive requirements on a developer so leading to costs unrelated to the direct impact of the development proposal. The haul route was designed to deal with the mineral extracted locally and not for the purpose of acting as a bypass for traffic on the A25. The planning permission is quite clear about the use of the haul route and the need for its removal when mineral working ceases. The haul road from North Park Farm was designed and built to be operated as a private haul road. It was not designed in accordance with the standards that would be applied to a public highway. There would need to be significant works to it to bring it up to acceptable highway standards and, as it is on private land, it would also have to be acquired by or the land transferred to the County Council. Local MPs have lobbied the transport minister about the Government's commitment to progress a new interchange between the A23 and the M25 at Hooley which would allow M25 traffic direct access to the Redhill area. The Highways Agency have collected data and are currently reviewing investment options for the A23 corridor. It is not yet known whether a new interchange at Hooley will be included in the Highways Agency Trunk road investment programme</p>
35	TAN	5	<p>It is noted that SCC considers spending £50,000 to close the high street end of Salisbury Road to stop it being used as a rat run, but no attempt is made to address the traffic through the high street which makes getting out of Salisbury Road at the High Street impossible anyway!</p> <p>It is noted that SCC considers £250,000 for a roundabout on the main A22 to be good value, but not investment in stopping traffic problems in the heart of Godstone.</p> <p>It is noted that SCC believes £250,000 spent on providing a shared footway/cycleway between Godstone and Bletchingly is necessary when a perfectly usable pathway exists alongside this very wide stretch of road, (albeit in need of maintenance), and a painted cycleway already exists.</p> <p>It is noted that SCC considers speed management necessary on the junction of the A22 and Water Lane in South Godstone, but does not consider speed management to be important in the village of Godstone itself.</p> <p>It might be noted that Godstone is the only village between Guildford and Sevenoaks that does not have traffic calming. Is there a reason for this? It cannot be because it is a relief road for the M25 because if that were the case, neither Bletchingly nor Nutfield would have traffic calming measures, but both have.</p>	<p>The Local Transport Strategy and Forward Programme are live documents to be updated at regular intervals. Schemes within the Forward Programme are not prioritised and represent an aspirational programme of interventions we would like to see implemented in Tandridge.</p> <p>A shared footway/cycleway would support the county council's approach of having off road cycling wherever possible in order to make cycling as accessible as possible to everyone, including less confident riders.</p> <p>The Forward Programme contains eight schemes specifically aimed at pedestrian safety and traffic calming in Godstone and South Godstone (Scheme 49, 50, 52, 53, 54, 55, 61 and 129) as well as number of schemes for the surrounding transport network.</p>
			<p>In general, this strategy seems designed to address minor issues in Godstone rather than addressing the major issue of an increasing quantity of HGV and other traffic using Godstone to get to Redhill from the M25 and the use of Godstone as a 'rat run' for those that see it as the 'alternative M25'!</p>	<p>The Local Transport Strategy and Forward Programme are live documents to be updated at regular intervals. Schemes within the Forward Programme are not prioritised and represent an aspirational programme of interventions we would like to see implemented in Tandridge, these include measure to mitigate the impacts of HGVs and congestion. New schemes will be added to the Forward Programme as and when they are identified.</p>
			<p>This response represents the views and opinions of the Godstone Village Association and the Godstone Parish Council and is submitted by the Chairman of the Godstone Village Association, Alex Rabbetts</p>	<p>Noted</p>
36		2	<p>The congestion caused by the A25 acting as a relief road for the M25 has been identified several times in the document but a solution to the problem</p>	<p>When there is an incident on a major road, diversion routes are used for traffic. These routes have been agreed with the Highways Agency by SCC.</p>

		has been avoided throughout.	<p>The Highways Agency are now running a "smart" motorway on the section of the M25 between junctions 5 and 6/7. The hard shoulder has been converted for use as a permanent traffic lane. This, together with the introduction of enhanced on-road technology to manage traffic flow will improve the reliability of journey times on this route.</p> <p>Local MPs have lobbied the transport minister about the Government's commitment to progress a new interchange between the A23 and the M25 at Hooley which would allow M25 traffic direct access to the Redhill area. The Highways Agency have collected data and are currently reviewing investment options for the A23 corridor. It is not yet known whether a new interchange at Hooley will be included in the Highways Agency Trunk road investment programme.</p> <p>The Nutfield proposal involves a different operator and sand type and the applicant was able to demonstrate that the traffic generated could be accommodated on the A25 without unacceptable environmental impacts. It should also be noted that from January 2015 the maximum number of lorry movements per day from Pattenon Court landfill using the A25 are required to be significantly reduced. The haul road from North Park Farm is privately owned, the County Council cannot insist that J&J Franks, the operator at Nutfield, utilise that route. We can encourage them to investigate the possibility of using it, which we have, but we cannot obligate them to do so as it is not in their control.</p> <p>Local MPs have lobbied the transport minister about the Government's commitment to progress a new interchange between the A23 and the M25 at Hooley which would allow M25 traffic direct access to the Redhill area. The Highways Agency have collected data and are currently reviewing investment options for the A23 corridor. It is not yet known whether a new interchange at Hooley will be included in the Highways Agency Trunk road investment programme</p>
3		<p>The objectives cannot be argued with but solutions, some of which are under SCC control, have not been fully thought through. Objective 1 may be met, although there is some doubt surrounding the ability of the plan to provide a more integrated and joined up public transport network.</p> <p>However, the second and third objectives in the Tandridge section are very unlikely to be met. Both these objectives could in part be solved by removing HGV traffic resulting from the Nutfield mineral workings from the A25. When North Park Quarry was approved in Godstone a haul route for HGV's to reach the M25 was imposed by SCC.</p> <p>Why has a similar condition not been imposed on the Nutfield works? The same conditions and problems are still present yet SCC has permitted a further 150 movements a day to thunder through Godstone along the A25. This has been identified in section 3.</p>	<p>The haul route to North Park Farm was conceived as a proportionate response to the impact of quarry traffic associated with the re location of a sand processing plant from Merstham to Godstone about a decade ago. A planning authority should not seek to impose excessive requirements on a developer so leading to costs unrelated to the direct impact of the development proposal. The haul route was designed to deal with the mineral extracted locally and not for the purpose of acting as a bypass for traffic on the A25. The planning permission is quite clear about the use of the haul route and the need for its removal when mineral working ceases.</p> <p>The haul road from North Park Farm was designed and built to be operated as a private haul road. It was not designed in accordance with the standards that would be applied to a public highway. There would need to be significant works to it to bring it up to acceptable highway standards and, as it is on private land, it would also have to be acquired by or the land transferred to the County Council.</p> <p>Local MPs have lobbied the transport minister about the Government's commitment to progress a new interchange between the A23 and the M25 at Hooley which would allow M25 traffic direct access to the Redhill area. The Highways Agency have collected data and are currently reviewing investment options for the A23 corridor. It is not yet known whether a new interchange at Hooley will be included in the Highways Agency Trunk road investment programme</p> <p>Local MPs have lobbied the transport minister about the Government's commitment to progress a new interchange between the A23 and the M25 at</p>
5		<p>Why does the consultation identify all the current problems (section 3.17, 7.34-7.39) but shies away from proposing a solution which is obvious to all</p>	

		<p>local residents, i.e. give Redhill an access off the M25/M23. One of the proposed schemes is to provide a shared cycle/footpath between Godstone and Bletchingley at a cost of £250k. This is an extremely wide road with an existing, not very well maintained footway, and a painted cycle way on the road. Why waste additional funds on this scheme when the main cause of the problem, HGV's on the A25, has not been tackled. It is noted that SCC considers spending £50,000 to close the high street end of Salisbury Road to stop it being used as a rat run, but no attempt is made to address the traffic through the high street which makes getting out of Salisbury Road at the High Street impossible anyway!</p> <p>It is noted that SCC considers £250,000 for a roundabout on the main A22 to be good value, but not investment in stopping traffic problems in the heart of Godstone.</p> <p>In general, this strategy seems designed to address minor issues in Godstone rather than addressing the major issue of an increasing quantity of HGV and other traffic using Godstone to get to Redhill from the M25 and the use of Godstone as a 'rat run' for those that see it as the 'alternative M25'!</p> <p>Improve car parking at stations for Tandridge residents to relieve existing congestion. We are very pleased to see the objective of improving car parking at stations. We would like this to be amended to improve car parking at stations for Tandridge residents and local businesses. Without this provision, any new car parking will continue to attract commuters from elsewhere, adding to journey miles and not solving the existing problem. Any new car parking provision should also be accompanied by restrictions on nearby on-street commuter parking, otherwise the existing problems will persist. However, such restrictions should be designed so as to not discourage customers of local businesses.</p> <p>Tandridge has been losing local full-time employment, so we would like to see improvement in car parking for customers of local businesses, both business-to-consumer and business-to-business, as well as the suggested improvement in bus services. We do not want to see more local businesses closing. Removing onstreet parking. We are also very pleased to see the problems of onstreet parking raised. Tandridge has a parking standards Supplementary Planning Document that seeks to ensure that sufficient parking is provided within new development. We would like to see additional support for the provisions in this document from SCC because ensuring that new development has adequate offstreet parking supports the objectives in this transport strategy. Impact of adjacent development. Although the issues of development at nearby East Grinstead have been mentioned, we believe more work needs to be done to better understand the implications of the increase in rate of development in nearby districts, in particular on commuting patterns and HGV travel. It is imperative that these adjacent districts use the funds provided by new development to provide sufficient infrastructure to accommodate this development, otherwise Tandridge will end up inadvertently soaking up the excess demand without the necessary funding to address it.</p> <p>Paragraphs 5.4 and 5.5 of this document should either be amended or deleted to reflect the fact that there is no Housing Needs Assessment for Tandridge. The Housing Needs Assessment referred to in this paragraph was received, but not approved, by Tandridge District Council because of</p>			<p>Hooley which would allow M25 traffic direct access to the Redhill area. The Highways Agency have collected data and are currently reviewing investment options for the A23 corridor. It is not yet known whether a new interchange at Hooley will be included in the Highways Agency Trunk road investment programme</p> <p>A shared footway/cycleway would support the county council's approach of having off road cycling wherever possible in order to make cycling as accessible as possible to everyone, including less confident riders.</p> <p>The Local Transport Strategy and Forward Programme are live documents to be updated at regular intervals. Schemes within the Forward Programme are not prioritised and represent and an aspirational programme of interventions we would like to see implemented in Tandridge. New schemes will be added to the Forward Programme as and when they are identified.</p>
37	2	<p>Many of the car parks across Tandridge are owned and operated by Tandridge District Council.</p> <p>The County Council has produced a parking strategy¹ as a component of the Surrey Transport Plan (LTP3). As a county Surrey has an above average level of car ownership coupled with severe congestion in several areas. This can be influenced by parking provisions and regulations. The objectives of the strategy are to: reduce congestion caused by parked vehicles, make the best use of the available parking space, enforce parking regulations fairly and efficiently and provide appropriate parking where needed. There are three main areas required to realise these aims; the management of on street parking, the operation of civil parking enforcement and parking provisions and policies.</p> <p>Many of the obstacles that are in the way of the realisation of these objectives are linked to the finite parking space in the county.</p>			<p>Noted, these sentences will be amended in future versions of the LTS & Forward Programme. Paragraph 5.5 states that should there be an increase in housing the Local Transport Strategy will aim to accommodate this growth.</p>
38	5				

¹ SCC (2014) Surrey Transport Plan: Parking Strategy [Online]
Available at: http://www.surreycc.gov.uk/_data/assets/pdf_file/0008/847709/STP-Parking-Strategy.pdf (Accessed 14.07.14)

44		<p>deficiencies identified by Members. These deficiencies were further expanded on by Tandridge during the Whyteleafe Road/Caterham Public Inquiry. Therefore, there is no Housing Needs Assessment for Tandridge. Paragraph 5.5 prejudices the conclusion from the Core Strategy, when the first stage has only begun.</p> <p>As this is a living document, there is ample opportunity for revision at the appropriate time when evidence from the new Core Strategy is available. Therefore, these two paragraphs should either be deleted or corrected.</p> <p>regarding housing needs in Tandridge. The fact is that the Housing Needs Assessment referred to was received, but not accepted, by Tandridge District Council because of deficiencies in it identified by councillors. These deficiencies were further highlighted, and expanded upon, by Tandridge Council at the recent Whyteleafe Road, Caterham Public Inquiry which considered housing needs. There is no Housing Needs Assessment for Tandridge and the figure quoted in this paragraph has been shown to have no justification or credibility. It should therefore be removed from this document.</p> <p>In addition, para 5.5 appears to prejudice the conclusion from the review of the Core Strategy, when the first stage has only just begun and when there is no evidence whatsoever on which to base such a judgement. Both these paragraphs should either be deleted or corrected.</p>	5	<p>Noted, these sentences will be amended in future versions of the LTS & Forward Programme. Paragraph 5.5 states that should there be an increase in housing the Local Transport Strategy will aim to accommodate this growth.</p>
48		<p>The timescales are all shown as UNKNOWN.</p> <p>The improvements for Felbridge are urgent and have been under discussion for many years. It is time that SCC recognised the urgency of these schemes.</p>	3	<p>This was a publishing error and has been corrected where estimated timescales are known.</p>
50		<p>Paragraph 5.4 is inaccurate and should be deleted or corrected. It gives a misleading impression regarding housing needs in Tandridge. The fact is that the Housing Needs Assessment referred to was received, but not accepted, by Tandridge District Council because of deficiencies in it identified by councillors. These deficiencies were further highlighted, and expanded upon, by Tandridge Council at the recent Whyteleafe Road, Caterham Public Inquiry which considered housing needs. There is no Housing Needs Assessment for Tandridge and the figure quoted in this paragraph has been shown to have no justification or credibility. It should therefore be removed from this document.</p> <p>In addition, para 5.5 appears to prejudice the conclusion from the review of the Core Strategy, when the first stage has only just begun and when there is no evidence whatsoever on which to base such a judgement. Both these paragraphs should either be deleted or corrected.</p>	5	<p>Noted, these sentences will be amended in future versions of the LTS & Forward Programme. Paragraph 5.5 states that should there be an increase in housing the Local Transport Strategy will aim to accommodate this growth.</p>
51		<p>Paragraph 5.4 is inaccurate and should be deleted or corrected. It gives a misleading impression regarding housing needs in Tandridge. The fact is that the Housing Needs Assessment referred to was received, but not accepted, by Tandridge District Council because of deficiencies in it identified by councillors. These deficiencies were further highlighted, and expanded upon, by Tandridge at the recent Whyteleafe Road, Caterham Public Inquiry. Therefore, there is no Housing Needs Assessment for Tandridge and it is wrong to use the figure quoted. It should be removed from the document.</p> <p>In addition, para 5.5 appears to prejudice the conclusion of the review of the Core Strategy before even the first stage of it has been completed and when there is no evidence whatsoever on which to base such a judgement. Both of these paragraphs should either be deleted or corrected.</p>	5	<p>Noted, these sentences will be amended in future versions of the LTS & Forward Programme. Paragraph 5.5 states that should there be an increase in housing the Local Transport Strategy will aim to accommodate this growth.</p>