

DRAFT

Minutes of the meeting of the
Tandridge LOCAL COMMITTEE
held at 10.15 am on 20 March 2015
at Victoria Sports & Social Club, Lingfield RH7 6AA.

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

96/14 APOLOGIES FOR ABSENCE [Item 1]

No apologies were received.

97/14 MINUTES OF PREVIOUS MEETING [Item 2]

The minutes of the previous meetings held on the 12 December 2014 and 13 February 2015 were agreed as an accurate record of the meetings.

98/14 DECLARATIONS OF INTEREST [Item 3]

None received.

99/14 PETITIONS [Item 4]

Four received.

The petitions and responses (which were provided to the petitioners) are attached to the minutes as **Appendix A**.

Petition 1 – Mr Owen Flaherty presented a petition of 133 signatures, asking for the adoption of service road leading to Audley, St Francis and Sunnydown School, Caterham.

The Chairman referred the Petitioner to the written response.

Mr Flaherty was in attendance and presented the petition. He raised concerns that this is a health and safety issue for the schools. The schools have grown in size considerably since being built to accommodate the local population and so the road is being used more.

Divisional Member Mr Orrick suggested that Section 106 monies could be used for this matter as the schools are expanding to meet the growing need of a larger population locally.

Mr Hodge felt it important that the Headteachers and Governors of the school consider all the implications of the adoption of the road by SCC. In becoming a public highway all road users are able to use the road, not only those using the schools.

Members discussed that although De Stafford school had a separate entrance it is close by and may wish to join in to try and resolve access issues.

Mr Orrick offered to meet with the schools outside of the meeting to discuss a way forward on this matter.

Petition 2 – Mr Mark Salter was in attendance and presented a petition signed by 36 local residents to reduce the unrestricted speed limit on Westerham Road (A25).

Mr Salter advised the Committee that since submitting the petition an additional 41 signatures had been collected making the total 77. The Petitioner thanked the Chairman for the response but asked if more could be done other than reducing to 50mph such as providing a crossing as there is currently no safe way to cross the road.

Divisional Member Mr Skellett confirmed that he would be supportive of the 50mph limit although has not looked at the detail.

Members felt that although supportive of the reduced speed limit they would have reservations in a pedestrian crossing as not enough usage to justify the cost. Members agreed to look into this request in further detail.

Petition 3 – Mr Piers Clark was in attendance and presented a petition on behalf of resident in Grange Road, Caterham requesting parking restrictions.

The responding officer advised the petitioner that a proposal of yellow lines with gaps is due for consideration by the Committee as part of the parking item at the meeting. The officer raised that parked cars do slow traffic and reduce speeds on a road, and by removing all parking on Grange road speeds are likely to increase. A balance has to be found in this matter that removing parking on Grange Road would push the issue to another road. The three hour time limit restrictions in Harestone Lane are to be removed and it is hoped that this will alleviate some parking issues.

The Divisional Member Mrs Marks felt that Network Rail, should have a responsibility to provide adequate parking for commuters and rail users. This matter must be addressed as an issue for a number of roads in the Caterham area.

Petition 4 – Mrs Rosemary Brown submitted a petition of 27 signatures requesting a stile be changed back to a kissing gate on footpath 21, Tatsfield.

Mrs Brown was not able to attend the meeting. The Divisional Member Mr Hodge supported the officer's written response.

100/14 FORMAL PUBLIC QUESTIONS [Item 5]

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

Question 1

Dr John Nathan asked if anything could be done to deal with the speeding traffic in Detillens Lane, Limpsfield. Dr Nathan asked a supplementary question asking how the speed survey was carried out by Surrey. The Senior Highways Engineer advised that an officer sits in a parked car not standing on the pavement, so would not be obvious to the driver that their speed was being recorded. In accordance with the SCC policy the mean speed for a 20mph request would be 24 mph.

Member Discussion – Key points

- Divisional Member, Nick Skellett asked the Parking Team Manager to review Detillens Lane and use parked vehicles as a way of slowing traffic. Mr Skellett also confirmed that a Neighbourhood Plan was being developed in the area and CIL money could possibly be available to assist with this matter.

Question 2

Mr Peter Forbes asked for an update on the issue of speeding vehicles on the A25 into Nutfield and to reduce the speed limit on Mid Street. The Senior Highways Engineer confirmed that the Committee would be asked to approve the Integrated Transport Scheme Programme for 2015/16 - 2016/17 in Item 13 of the agenda. This included speed management for A25 Nutfield Road and Mid Street.

Question 3

Parish Councillor Harry Fitzgerald asked for a progress update on the feasibility of a speed reduction table at Dormansland cross roads. The Senior Highways Engineer confirmed that the Committee would be asked to allocate funding for a design to be carried out in Item 13 of the Agenda.

101/14 MEMBERS QUESTIONS [Item 6]

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

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

Member Discussion – key points

- With reference to question 1, from Sally Marks, she highlighted concerns that drivers can continue along the A22 towards Caterham from the M25 roundabout and without having to physically stop at lights, drive in to a residential area. She asked if signage could be

reviewed and additional signs erected if necessary to highlight to drivers to slow down on the slip road. The Senior Highways Engineer advised that this would be looked at.

- With reference to question 2, Nick Skellett stated that Surrey County Council policy would not support a reduction in a speed limit to 30mph as the mean speeds are 38 and 35 mph. Mr Skellett asked if the environment could be altered to reduce speeds as just a sign would not be enough. The Senior Highways Engineer advised that once the crossing on the A25 at the top of Snatts Hill, Oxted was completed, speed surveys would be carried out on the A25 west of Limpsfield High Street would be carried out. If these surveys supported a speed limit reduction, then it may be possible to extend this to outside the school. Mr Hodge supported the request to reduce the speed limit outside of the school.

102/14 MEMBERS ALLOCATIONS SUMMARY (FOR INFORMATION) [Item 7]

Declarations of Interest: None

Officers attending: Sandra Brown, Community Partnership Team Leader – East

Petitions, Public Question, Statements: None

Member Discussion – Key Points

- Members agreed to note the report.
- Mr Hodge advised all that the unspent money from Member Allocations across the whole of Surrey amounted to £22,000 and this would be given to Surrey Save.
- Mrs Marks highlighted the good work that Members had done this year in making a difference in their divisions especially with regards to education. She gave an example of Caterham Children’s Centre and the work they have done with young parents and building skills.
- Mr Hodge highlighted the work of Farm Buddies and the success of the 12 young people who took part on this project this year.
- Mr Orrick also highlighted the Looked After Children Bursary and how the money from Members is helping children and young people.
- All Members wished to thank the Community Partnership team for their hard work this year in ensuring that local groups received the funds.

Resolution:

The Committee NOTED:

- (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.

103/14 YOUTH- LOCAL PREVENTION TASK GROUP RECOMMENDATIONS (FOR DECISION) [Item 8]

Declarations of Interest: None

Officers attending: Jeremy Crouch, Contracts Performance Officer Youth Work

Petitions, Public Questions, Statements: None

Members Discussion – Key Points

- The Officer presented the report, highlighting to Members that the Youth Task Group felt that there was not a suitable provider to award the Local Prevention in Neighbourhoods contract so in order that timescales are met asked the Committee to approve recommendation (ii).
- Mr Orrick asked for clarification on the 20% reduction to services, the Officer confirmed that this only applied to the neighbourhood element.
- Mr Skellett as Chair of the Youth Task group felt it important that there is continuity and not a gap in the service so suitable option to agree recommendation ii.

Resolution:

The Local Committee (Tandridge):

- i). APPROVED the Youth Task Group recommendation to award a contract for a 36 month period for One to One Work from 1 September 2015 to Learning Space for the value of £43,000 per annum (subject to future changes in SYP budgets). Within the contract there is the opportunity to extend the service for further two years, subject to budget changes, provider performance and any changes in the needs of young people.
- ii). APPROVED the delegation of final decision on the award of the Local Prevention in Neighbourhoods grant for a 36 month period from 1 September 2015 to Frank Offer, Head of Commissioning for Young People, in consultation with the Chair of the Youth Task Group.

104/14 ALLEGED PUBLIC FOOTPATH SOUTH OF TENCHLEYS WOOD, BETWEEN FP55 AND BW54, LIMPSFIELD (FOR DECISION) [Item 9]

Declarations of Interest: None

Officers attending: Daniel Williams, Countryside Access Officer

Petitions, Public Questions, Statements: None

The Chairman introduced the item for the alleged Public Footpath South of Tenchleys Wood between FP55 and BW54, Limpsfield. Four members of the public had registered to speak on the application. All four spoke in support of the recommendation, the applicant Mr Duncan Ferguson, Mr Robert Neil Mackay, Mrs Helen Ellson and Mr Tony Pearson. Mr Ferguson advised the Committee that he walked the route since the 1960s when he discovered the path had been fenced off five or six years ago. Mr Ferguson wrote to the landowner in 2011 to ask that the gate be unlocked but the letters remained unanswered. Mr Mackay and Mrs Ellson confirmed they had walked the route

for the past 40 years and all stated that the route provided wonderful views for local residents and walkers.

The Countryside Access Officer, outlined the duties of the Committee and presented the report, asking the Committee to agree the recommendations. The Officer highlighted that 17 user forms provided for this application, evidenced that they had used this path since 1940s and 16 people used this path during the 20 years between 1987-2007. There is no evidence that they had been stopped before 2007.

Members Discussions – Key Points

- Members asked in the future if a contextual map could be provided within the written report to show clearly the surrounding area.
- All Members were able to see a clear map at the meeting to establish the location of the alleged footpath.

Resolution

The Local Committee (Tandridge):

- i. AGREED that public footpath rights are recognised over the route 'A' – 'B' on Drawing No. 3/1/28/H43 and that the application for a MMO under sections 53 and 57 of the Wildlife and Countryside Act 1981 to modify the DMS by the addition of the footpath is approved. The route will be known as Public Footpath No. 637 (Limpsfield).
- ii. AGREED a MMO should be made and advertised to implement these changes. If objections are maintained to such an order, it will be submitted to the Secretary of State for Environment, Food and Rural Affairs for confirmation

105/14 PARKING REVIEW 2014/15 AND UPDATE ON PARKING ENFORCEMENT (EXECUTIVE FUNCTION FOR DECISION) [Item 10]

Declarations of Interest: None

Officers Attending: David Curl, Parking Strategy and Implementation Team Manager and Adrian Harris, Assistant Engineer

Petitions, Public Questions, Statements: None

The Parking Manager presented the report, highlighting the main aim in the parking review is to improve road safety.

Member Discussion – key points

- Mr John Orrick, stated that if we are putting in yellow lines that parking restrictions are enforced by Reigate and Banstead Borough Council. The Committee agreed with this point.
- Mrs Marks, raised concern that on Edgeworth Close, Caterham that there is a Tandridge District Council owned car park however there are no lines to identify where cars should park therefore drivers are not parking considerately and reducing the number of cars that can use

the facility. The Committee agreed a discussion should be held with Tandridge District Council to see if they would be able to carry out improvements the car park.

- Mrs Marks stated in her area many residents want to stop the all day commuter parking, as an example Grange Road. She felt that National Rail had a duty to provide adequate parking for commuters who use their service. Many commuters drive in from other areas to take advantage of cheaper rail travel from the stations in Caterham as part of Transport for London, Zone 6. The Committee agreed that a letter should be sent to the Chief Executive of Tandridge District Council to request a meeting to address the commuter parking issue in Caterham Valley. The Parking Manager stated that care has to be taken not to move the 'issue' to another road and by reducing car parking restrictions in other roads it may ease pressure.
- Mr Skellett asked the Parking Team to review and if appropriate install double yellow lines outside of Provide outside Limpsfield School on the A25 near the access and around the bend to prevent parking as this currently limits sightlines for pedestrians using the crossing point east of the school. Mr Skellett also asked if a natural calming measure in the form of yellow lines or parking could be installed on Detillens Lane, Limpsfield.
- The Committee asked when the works would be completed, the Parking Manager advised by the end of December 2015.
- Michael Sydney advised that the Committee were still waiting upon information and data from Reigate and Banstead Borough Council's parking enforcement team from the December Local Committee meeting. The Parking Manager advised this would be followed up.

Resolution:

The Local Committee (Tandridge)

- (i) AGREED that the proposals in Annexes 1 to 7 are agreed, including:
 - a. Proposed parking controls.
 - b. Proposed bus stop clearways on Godstone Road, Lingfield outside approximately no's 30 – 40, and opposite no 18.
 - c. Informal consultation with residents of Edgeworth Close and Godstone Road, Whyteleafe, on a potential resident permit parking scheme for Edgeworth Close. **Additionally, undertake discussions with the District Council to see what they can do to improve parking in the car park.** Subsequent advertisement of a Traffic Regulation Order if informal consultation shows support for such a scheme.
 - d. Amendment of traffic orders covering existing permit schemes in Tandridge to introduce 'Carer's permits' and revise the role of 'Operational Permits'
- (ii) AGREED if necessary, adjustments can be made to the proposals agreed at the meeting by the Parking Team Manager in consultation with the Chairman, Vice-Chairman and local Member prior to statutory consultation.

- (iii) AGREED the intention of the County Council to make Traffic Regulation Orders under the relevant parts of the Road Traffic Regulation Act 1984 to impose the waiting and on street parking restrictions in Tandridge as shown in the Annexes (and as subsequently modified by ii) is advertised and that if no objections are maintained, the Order is made.
- (iv) AGREED if there are unresolved objections, they will be dealt with in accordance with the county council's scheme of delegation by the parking strategy and implementation team manager, in consultation with the chairman/vice chairman of this committee and the appropriate county councillor.
- (v) AGREED if necessary the Parking Team Manager will report the objections back to the local committee for resolution.
- (vi) AGREED to allocate funding of £10,000 in 2015/16 to implement the parking amendments.
- (vii) **AGREED that the Chairman would write to the CEO of Tandridge District Council to request a meeting to address commute parking issues in Caterham Valley.**
- (viii) **AGREED that the Parking Team consider, and if appropriate**
 - a. **Provide double yellow lines on the A25, Limpsfield (outside Limpsfield School) near the access and around the bend to prevent parking which currently limits sightlines for pedestrians using the crossing point east of the school.**
 - b. **Amend existing yellow lines on Detillens Lane, Limpsfield in order to provide an enhanced traffic calming effect.**

106/14 GODSTONE ROAD, LINGFIELD - SEWER LEAK UPDATE (FOR INFORMATION) [Item 11]

Declarations of Interest: None

Officers attending: Anita Guy, Senior Highways Engineer

Petitions, Public Questions, Statements: None

The report was requested by Members at the Local Committee meeting on the 13 February 2015. The Senior Highways Engineer provided a verbal update further to the written report in the agenda. Southern Water have informed officers that they carried out a dye test on the 14 February 2015, which indicated that the sewage was from the Bay Trees Development. Surrey County Council has asked Southern Water to provide a full report evidencing this information so Tandridge District Council Environmental Health could take action. At the time of the meeting this has not been produced. Asprey Homes the developer of Bay Trees responded to a letter from the Committee on the 4 March and indicated that their dye test

concluded that it was not from the development and await further evidence from Southern Water and will act accordingly upon this.

Member Discussion – key points

- Mrs Marks stated she was appalled that this had taken so long and asked if the Committee Chairman could write to the local MP to highlight this matter and asked for his assistance in resolving this matter swiftly. The Committee agreed and asked that it also be sent to SCC Cabinet Member, the Strategic Director, Tandridge District Council, Ofwat, Southern Water and the Developer, Asprey Homes.
- Mrs Windsor asked if Tandridge District Council could take samples in case it showed evidence of E.Coli or Norovirus.

Resolution

The Local Committee (Tandridge)

- i). NOTED the contents of the report
- ii). **AGREED the Chairman would write a letter to the Local MP, Tandridge District Council, Southern Water and the Developer to ask what action can be taken to resolve this matter. The Cabinet Member for Environment and Strategic Director for Environment and Infrastructure at Surrey CC and OFWAT to receive a copy of the letter.**

107/14 HIGHWAYS SCHEMES END OF YEAR 2014/15 UPDATE REPORT (EXECUTIVE FUNCTION FOR DECISION) [Item 12]

Declarations of Interest: None

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

Petitions, Public Questions, Statements: None

The Senior Engineer presented the report to the Committee.

Members Discussion – Key Points

- Mrs Marks raised concerns on the level of drainage and gully funding, how can we ensure that drains are kept clear and we able to redirect funds for gully clearing. Mr Skellett confirmed that allocation for this has doubled for next year and as Chairman and Vice Chairman they are able to work with the Engineers to vire monies between the funds.
- Mr Orrick sought confirmation that works that were due to be completed by the end of the March were on course to be completed. The Officer confirmed this would be the case.

Resolution

The Local Committee (Tandridge)

- (i) NOTED the contents of the report.

**108/14 REVISED HIGHWAYS FORWARD PROGRAMME 2015/16 AND 2016/17
(EXECUTIVE FUNCTION FOR DECISION) [Item 13]**

Declarations of Interest: None

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

Petition, Public Questions, Statements: None

The Senior Engineer presented the report to the Committee, referring Members to Annex 1 and highlighted that capital budgets remain unaltered.

Members Discussion – Key Points

- Mr Nick Skellett thanked Anita Guy and the team for their hard work this year and managing challenges such as a senior member of staff absence due to illness and the flooding in the District.
- Mrs Marks referred to Annex 1- New Schemes and the inclusion of Station Road, Station Approach in Whyteleafe. The Officer advised that should the consultation show that there is no support for the scheme then all further work will stop and the necessary virements are in place to allow funding to be reallocated to another scheme. This is reflected in recommendation (ii). It was suggested by Members that perhaps the Parish Council could assist or carry out the consultation.

Resolution

The Local Committee (Tandridge)

- (i) NOTED the contents of the report;
- (ii) AGREED that the capital Integrated Transport Schemes budget be allocated as set out in Annex 1 of this report; **subject to the removal of the Station Road scheme, Whyteleafe.**
- (iii) AGREED that capital maintenance funding dedicated to drainage schemes be allocated on a priority basis, to be agreed by the Area Team Manager in consultation with the Local Committee Chairman and Vice-Chairman;
- (iv) AGREED that the revenue maintenance budget be allocated as set out in Annex 2 of this report; and
- (v) AGREED that bids for Localism/Community Enhancement Initiative funding should be received by the end of May 2015, after which date any unallocated funding reverts to the relevant divisional Member.

Meeting ended at: Time Not Specified

Chairman

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 20 MARCH 2015

SUBJECT: PETITION (Adopt the service road leading to Audley, St Francis' and Sunnydown Schools, Caterham)

DIVISION: CATERHAM HILL



SUMMARY OF ISSUE:

To consider a petition containing 133 signatures – by Owen Flaherty.

“We strongly believe that the service road leading from Whyteleafe Road to Audley, St Francis' and Sunnydown Schools in Caterham (which was built by Surrey CC and is owned by Surrey CC) should be adopted by Surrey CC.

It is unfair to expect three separate schools to maintain this road, more so with pupil numbers increasing in the near future which will place a greater burden on the service road.

Without a maintenance programme in place, the service road has been neglected; and as a result we are always mindful of the potential health & safety issues. We therefore feel it is paramount that Surrey CC take on this responsibility asap before an unnecessary incident occurs.”

RESPONSE:

Whilst the access road comes under the ownership of Surrey County Council, as an unadopted road it does not fall within the remit of Surrey Highways, who in its capacity as the highway authority has no responsibility for the upkeep of this road. Surrey's Estates have been unable to locate any information on why the access road was not adopted when the schools were built. However, being retained as a private road means that access can be limited to those with a legitimate purpose at the schools. As a public highway, the access road would be open to all traffic to pass and repass, which would leave the County and the schools with no control over its use, so removing the ability to limit access to those with a legitimate reason for visiting the schools.

Cabinet agreed a revised policy for the Adoption of Roads and Streets as Highways Maintainable at Public Expense in September 2014, which came into effect on 1 October 2014. The policy states that Surrey County Council's natural presumption is to adopt residential roads, streets, footpaths, cycleways and margins if:

- they are constructed to a satisfactory standard
- they connect to an existing public maintainable highway
- commuted sums are paid where appropriate to provide for ongoing maintenance
- they serve six or more residential curtilages OR otherwise have a wider public utility

The access road leading from Whyteleafe Road, a highway maintainable at public expense, to Audley, St Frances' and Sunnydown Schools could be viewed as providing a wider public utility under the policy.

Under the Highways Act 1980, frontages can request that a road be adopted. In considering any formal request for adoption of the access road, Surrey County Council would be treated in the same way as any other private landowner. Any such application would need to comply with the current policy. The road would need to be brought up to an adoptable standard and a commuted sum paid in accordance with Surrey County Council's Commuted Sum Policy. In addition, all reasonable administration costs would have to be paid by the applicant. Any decision on whether or not the access road is adopted would be taken by Cabinet.

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

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 20 MARCH 2015

SUBJECT: PETITION (Reduce the unrestricted speed limit on Westerham Road, A25)

DIVISION: OXTED

**SUMMARY OF ISSUE:**

To consider a petition containing 36 signatures – by Mr Mark Salter.

“Due to the permissible yet dangerous speed limit on the A25 stretching the Surrey/Kent border close to the Grasshopper Inn and Moorhouse Sandpits, I opened a case with the Highways Agency back in May 2013. I have been informed by them and the police that a petition, signed by local residents and businesses may help them consider reducing the speed limit to a more reasonable level in keeping with the rest of the A25. Many sections of the A25 have already had their speed limits reduced and our local residents section has for some reason been ignored.”

RESPONSE:

The current speed limits on the A25 from a point approximately 100 metres east of Ballards Lane are as follows:

- east to the Surrey/Kent boundary is derestricted
- west towards Limpsfield and Oxted is 40mph up to a point approximately 120 metres west of the junction with Church Lane in Oxted, where the speed limit to the west is 50 mph

Speed limit assessments are being undertaken on the A25, between the county boundary and Church Lane in Oxted. Survey locations have been agreed with the divisional member, with the surveys funded from the Local Committee’s revenue maintenance budget. Two surveys took place at the end of February 2015, using automatic traffic monitoring equipment, on the section of A25 between the junction with High Street, Limpsfield and the Surrey/Kent boundary. The other surveys will take place once the pedestrian crossing works on East Hill, Oxted have been completed.

Changes in speed limits need to comply with Surrey’s speed limit policy. The policy highlights that changing speed limits with signs alone will not necessarily be successful in significantly reducing the speed of traffic if the prevailing mean speeds are much higher than the proposed lower speed limit. Any change in speed limit will require the support of the Police as they are responsible for enforcement.

The survey results show average speeds of 50.0mph in the westbound direction and 49.2mph in the westbound direction. These results comply with the requirements of Surrey’s speed limit policy to support a reduction in the speed limit from derestricted to 50mph.

A review of road casualty data over the past three years shows five collisions, all resulting in slight injuries. Speed was not considered by the Police to be a contributory factor in any of these collisions.

There is no funding allocated at the present time to progress a speed limit reduction on this section of the A25. Therefore the proposal will be added to the Integrated Transport Schemes list for consideration for future funding, to be prioritised alongside other schemes on that list.

In the meantime, it is proposed to seek the views of Surrey Police for a reduction in the speed limit from derestricted to 50mph, from a point approximately 100 metres east of Ballards Lane to the Surrey/Kent boundary. It is also proposed to discuss the results with Kent County Council, with a view to reducing the speed limit on the remaining derestricted part of the A25 (from the Surrey/Kent boundary to a point approximately 70m west of Farley Lane, a distance of approximately 700 metres).

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

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 20 MARCH 2015

SUBJECT: PETITION (Request for parking restrictions on Grange Road, Caterham)

DIVISION: CATERHAM VALLEY

**SUMMARY OF ISSUE:**

To consider a petition containing 16 signatures – by Mr Piers Clark.

‘The Residents of Grange Road, Caterham, Surrey petition Surrey County Council for the introduction of (curfew) parking restrictions into Grange Road at the earliest practical opportunity.

Grange Road is a narrow, winding and sloping road with 9 residential homes and in addition to sole access to a housing development of 12 houses (which has limited parking), Grange Road is a busy road used as a regular cut through at rush hour for Caterham School traffic and drivers avoiding the centre of Caterham.

Grange Road has become a car park for commuters using the rail facilities who typically park from the early morning into the evening often resulting in parking all along down the road and turning in the road into a single lane. The level of parking is causing considerable inconvenience and increasing danger to the local residents and users through: the creation of blind spots as they turn out of their drives, dangerous sight lines given the cambers and the partial blocking of driveways. In addition, vehicles have been parked for 4 weeks + at a time which is causing difficulties especially when inconveniently parked eg opposite or close to driveways.’

RESPONSE:

Following concerns raised to the committee on previous occasions, and representations made outside of the committee, the parking team have reviewed Grange Road and made recommendations to introduce new parking controls within it as part of the parking review being presented to the local committee today.

We believe that the proposals will prevent vehicles from parking near to driveways and in inconvenient locations. The proposals will also serve to reduce congestion by allowing much more room for traffic to pass. We have retained some un-restricted road space where parking does not pose a danger, as this will provide some amenity to the surrounding area, and act as a natural traffic calming measure. We do not consider it necessary to remove all on street parking in the road from a safety point of view, indeed such a proposal could reduce safety as there would most likely be a resultant increase in traffic speed.

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

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 20 MARCH 2015



SUBJECT: PETITION (To replace the stile on Footpath 21, Tatsfield with a kissing gate)

DIVISION: WARLINGHAM

SUMMARY OF ISSUE:

To consider a petition containing 27 signatures – by Mrs Rosemary Brown.

“We, the undersigned, would like the present dangerous stile replaced by a gate enabling all who wish to use the footpath to be able to do so, and in safety.

The footpath leads from Tatsfield village to St Mary’s Church Tatsfield. We have a very nice gate on this path as it enters the field off Ship Hill, but the next stile is extremely dangerous. Getting over it safely is extremely difficult as there is a much deeper drop to the ground on the far side. And it is completely impossible for older people or anyone less agile to get over it at all.

Therefore a lot of people who might otherwise use this path from the Village centre to the Church are unable to. Walking round by the road not only doubles the distance, but also Church Lane is very narrow and without a footpath beyond the old school. Historically, there always was a gate at the site of this stile and we have photographic evidence of this.”

RESPONSE:

The Countryside Access Team are always keen to make improvements to paths wherever possible, especially around villages where it is recognised that upgrades give maximum public benefit. In particular we have a continuing programme of removing stiles wherever possible or upgrading to gates where structures are still needed for stock control. With the help and agreement of local landowners, we have actually managed to remove 2 stiles completely and changed another 9 to gates in the Tatsfield area alone this financial year.

It must however be appreciated that this level of success is not always possible. Structures (gates and stiles) are the responsibility of, and are owned by, the landowner not the county council. Although it is apparent that there was a kissing gate on this path in the past, the Definitive Statement (legal record of public rights of way) shows that the right of way is subject to stiles along the route rather than gates. This means that the landowner/s are entitled to have stiles and the county council cannot insist upon their being changed to gates. The changes can only be made with the agreement of the relevant landowner.

This is the first that we in Countryside Access have been made aware of the issue with this stile. We will now inspect the path, investigate ownership of the stile and then approach the landowner with a view to getting their agreement to change the

stile to a gate. If they agree to the change we hope to be able to programme the work for the local Ramblers volunteers who are supported by us and work on behalf of the landowners. We will also look at any other stiles in the immediate area and try and negotiate their removal or replacement with kissing gates, or pedestrian gates.

Contact Officer: Claire Saunders, Senior Countryside Officer 03456 009 009

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 20 MARCH 2015

SUBJECT: FORMAL PUBLIC QUESTIONS

DIVISION: OXTED



In recent years the traffic speeds on Detillens Lane have become unacceptable. The Police carried out a speed survey in November 2013 and the results of this showed that the majority of vehicles exceed the speed limit, with top recorded speeds being above 60mph. I circulated all the households in Detillens Lane, and had a 75% response, of whom virtually all want a permanent solution.

Following a residents' meeting in November 2014, we feel that at least two build- outs on the road would reduce the speeds, and the shoulder to try to stop traffic speeding when leaving the A25 is ineffective and should have a sharper bend into Detillens.

I would ask what can you do, to deal permanently with speeding vehicles along Detillens Lane, taking into consideration the residents views?

Response:

Detillens Lane is the B2025, a residential road that links the A25 Westerham Road with the B269 High Street, Limpsfield. It has a speed limit of 30mph and there are parking restrictions on some sections of the road.

The speed survey referred to in the question was carried out by the police using speed detection radar in November 2013, and recorded mean traffic speeds of 31mph in each direction. A short survey using a hand held radar gun was carried out in February 2015 to obtain up to date information. This survey recorded mean traffic speeds of 27.5mph for north east bound traffic and 27.9mph for south west bound traffic. The mean speeds from both surveys are in line with what would be expected for a road with a 30mph speed limit, although there are undoubtedly some drivers that exceed this limit. A review of road casualty data over the past three years shows one collision involving serious injury. The police considered that speed was a contributory factor in this collision.

The Area Highways Team receives a large number of requests for schemes to make roads safer. The request for speed reducing measures in Detillens Lane will be added to the Integrated Transport Schemes (ITS) list of schemes for consideration for future funding, to be prioritised alongside other schemes on that list. The Local Committee's ITS capital budget has been allocated for the forthcoming financial year. On the basis of the data provided in this response, the provision of traffic calming in Detillens Lane would not be a high priority for the allocation of Local Committee funding. However, the request will be reviewed when the Tandridge ITS forward programme for 2016/17 – 2017/18 is developed with Members.

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

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 20 MARCH 2015

SUBJECT: FORMAL PUBLIC QUESTIONS

DIVISION: GODSTONE



Following my question to the Committee in March 2013 I am asking for an update to address the issue of vehicles speeding on the A25 into Nutfield (from the Redhill direction) and to reduce the speed limit on Mid Street from 40mph to 30mph?

The A25 Nutfield is particularly dangerous emerging from Parkwood Rd and from the busy Mid St junction. A speed survey was carried out by Surrey Police in April 2014, this showed an average speed through Nutfield High St of 42mph (40% above the speed limit).

There is a 30mph limit on the A25 in Nutfield High St although this increases to 40mph as you turn into Mid St. This is a short section of dangerous country lane on a steep hill, which is very narrow in places and is not suitable for speeds in excess of 30mph.

Response:

This question refers to two separate issues:

- Vehicle speeds on the A25 approaching Nutfield from the Redhill direction
- A request to reduce the speed limit on Mid Street from 40mph to 30mph

The Tandridge forward programme for 2015/16 is the subject of a separate item at this meeting. Funding has been allocated for the design and implementation of speed limit reduction on both the A25 Nutfield Road and Mid Street during the financial year 2015/16. Any reduction in the speed limits on these roads would need to comply with Surrey's Speed Limit Policy.

An investigation will be carried out on the section of the A25, Nutfield Road between the Reigate & Banstead / Tandridge boundary and the existing 30mph terminal speed limit signs approximately 50m west of Parkwood Road, and consideration of the the location of the existing 30mph terminal signs. This investigation will involve measuring the existing traffic speeds and analysis of the road casualty data. To comply with the policy, the measured mean speeds will need to be at 46mph or below in order for the speed limit to be reduced to 40mph without supporting engineering measures.

If the speed limit on this section of the A25 Nutfield Road is reduced traffic speeds approaching Nutfield High Street will also be reduced, which will improve compliance with the existing 30mph speed limit through Nutfield Village.

A similar investigation will also be carried out on the section of Mid Street between the 40mph terminal speed limit signs immediately south of the A25, Nutfield Road and the 30mph terminal speed limit signs adjacent to number 2 Mid Street. To comply with the policy, the measured mean speeds will need to be at 35mph or below in order for the speed limit to be reduced to 30mph without supporting engineering measures.

The results of the investigations will be reported back to the Chairman, Vice-Chairman and Divisional Member of Tandridge Local Committee.

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

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 20 MARCH 2015

SUBJECT: FORMAL PUBLIC QUESTIONS

DIVISION: LINGFIELD



Public Question – Cllr Fitzgerald, Dormansland Parish Council

Following our meeting that took place on Friday the 21st November with Anita Guy of Surrey Highways and councillor Mr Michael Sydney regarding the feasibility of a speed reduction table at Dormansland cross roads, are they now able to give an update as to the progress of this matter.

Response

At the meeting referred to by Cllr Fitzgerald, it was agreed to progress a scheme for a road table at the junction of High Street/Plough Road/Dormans Road/Hollow Lane, Dormansland. It was anticipated that this work could be funded from the s106 funding collected from new development at 72-74 High Street. However, further investigation revealed that the wording of the s106 agreement is very specific, referring to the money being spent on traffic calming measures in accordance with Surrey County Council Project No. 84036598. This project was the two pinch points in Dormansland High Street which were halted in 2012 due to local objections.

Surrey County Council requires Tandridge District Council approval to use the s106 funding on an alternative scheme. An initial design of the new proposal will be required, which will be submitted to Tandridge DC, along with an explanation of why this is now the preferred scheme, and how it is still of benefit to the residents of the new development.

To enable this work to be carried out, Tandridge Local Committee is being asked to allocate funding in the financial year 2015/16 to carry out design (see item 13, Annex 1, on this agenda). The Local Committee Chairman, who is also the divisional Member, Vice-Chairman and the Parish Council will be kept updated on progress.

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

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

DATE: 20 MARCH 2015
SUBJECT: MEMBERS QUESTIONS
DIVISION: CATERHAM VALLEY



Mrs Sally Marks asks on behalf of 20 residents who signed a petition, if any traffic calming measures could be put in place on Godstone Road that leads to the bypass.

The residents are concerned that cars travel very fast along the road failing to appreciate that they are now in a residential area. St John's primary school is just off Godstone Road and there are many school children walking there daily.

Response:

Godstone Road is the B2030 and links the A22 Caterham Bypass with Caterham Valley town centre. The speed limit on the section of Godstone Road from a point 5 metres south of the southern kerb line of Markfield Road northwards is 30mph. St John's Primary School is in Markfield Road, which runs in a south easterly direction from Godstone Road approximately 50m north of its junction with the A22.

There are existing school warning signs on Godstone Road for northbound traffic coming from the A22, and also for southbound traffic coming from Caterham Valley town centre. In addition a Vehicle Activated Sign (VAS) with the legend '30 Slow Down' is located on Godstone Road between Markfield Road and Markville Gardens.

A speed survey was carried out on Godstone Road by the Police in March 2012 using speed detection radar. The recorded mean speeds were 34mph northbound and 33mph southbound.

A review of the road casualty data over the past three years on the section of Godstone Road between the A22 and White Knobs Way shows two collisions involving personal injury. One of these collisions involved a motorist travelling northbound towards the A22 who clipped a ten year old child who was crossing Godstone Road in the vicinity of Markfield Road. The pedestrian was crossing the road in an inappropriate location, as there is no footway on the north-eastern side of Godstone Road. The Police did not consider that speed was a contributory factor in this collision.

Traffic calming measures would be inappropriate on Godstone Road as this is a major, heavily trafficked route into Caterham town centre. In addition, Godstone Road is on a bus route and vertical traffic calming measures can be uncomfortable for bus passengers. They are also not favoured by the Ambulance service.

For the above reasons, it is not proposed to install traffic calming measures on Godstone Road as requested by the residents.

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

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)



DATE: 20 MARCH 2015
SUBJECT: MEMBERS QUESTIONS
DIVISION: OXTED

Mr Nick Skellett asks for an update on the speed limit on A25 outside Limpsfield CofE Primary School.

Last year children from the school came to the Local Committee to express their concerns about the danger of speeding traffic outside their school. Members of the Local Committee promised to investigate and we now have the results of the speed survey. I have been informed that the measured average mean speeds on the A25 outside the school were 38.7mph (eastbound) and 38.6mph (westbound) which I understand are above the threshold of 35mph (agreed with the Police and SCC) to warrant a speed limit reduction from 40mph to 30mph.

However this is a primary school with 4 to 7 year old children attending so can the Highways Service consider -

- (a) Making this a special case as it is probably the only primary school in Surrey with a 40mph limit outside.
- (b) Installing Vehicle Activated Signs in each direction (showing vehicle speeds) mounted on triangular School Warning Signs.

If the VASs are installed this may reduce mean speeds to below the threshold.

Response:

An automatic traffic survey has been carried out at a location between the crossing point for the school and Grub Street over a 7 day period from 25th February to 3rd March 2015. The measured average mean speeds were:

Eastbound: 38.7mph
Westbound: 38.6mph

It is the mean speeds that are considered when assessing roads for a possible reduction in speed limit, as set out in Surrey's speed limit policy. To comply with the policy, measured mean speeds need to be 35mph or less to enable a reduction in the speed limit from 40mph to 30mph. The policy does not allow for making special cases and a reduction in the speed limit outside the school would not be supported by the Police. However, there is the provision in the policy for the Local Committee, where it disagrees with officer recommendations and wishes to proceed with a speed limit reduction, can submit the issue for decision by the Cabinet Member responsible for road safety.

The traffic survey carried out by Limpsfield Infants School is one of five to be carried out on the A25 between the County boundary and Church Lane, with a view to reducing the speed limit along this whole length. Due to the works currently being

carried out near Snatts Hill to install a signal controlled pedestrian crossing, it has not been possible to carry out the surveys planned for three locations west of the B269 Limpsfield High Street. It is hoped to carry out these additional surveys early in May 2015. Should the measured mean speeds at these locations comply with the policy to enable a reduction in the speed limit to the west of Limpsfield High Street, officers would suggest that the reduced limit is extended to beyond Limpsfield Infants School. The Police have indicated that this approach is likely to be acceptable to them.

The Local Committee Chairman and Vice-Chairman, who is also the divisional Member, will be advised of the results of the surveys in due course.

Vehicle Activated Signs (VAS) could be provided on each approach to Limpsfield Infants School which show the School Children warning sign with the message Slow Down. These signs can be set to operate only at the start and end of the school day during school term time, so they are giving drivers who are exceeding the trigger speed a targeted message. The impact on vehicle speeds could be monitored to determine if they result in speeds being reduced to the level required to enable the speed limit to be reduced to 30mph. The cost of providing two VAS would be in the order of £8,000, with the final cost being dependent on electrical connections. However, there is no funding allocated in the Tandridge Local Committee's 2015/16 Highways Forward Programme to supply and install VAS at this location.