

DRAFT

Minutes of the meeting of the
Tandridge LOCAL COMMITTEE
held at 10.15 am on 23 September 2016
at Tandridge District Council Offices, Station Road East, Oxted, Surrey, RH8
0BT.

Surrey County Council Members:

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

* In attendance

71/16 APOLOGIES FOR ABSENCE [Item 1]

Apologies were received from Mr David Hodge and Mr John Orrick, both due to illness.

72/16 MINUTES OF PREVIOUS MEETING [Item 2]

The minutes from the previous meeting on 24 June 2016 were agreed as a correct record.

73/16 DECLARATIONS OF INTEREST [Item 3]

None received.

74/16 PETITIONS [Item 4]

One petition, containing 399 signatures, was received from Mrs Rachel Turk. The petition, response from the Local Committee, and the comments made by the signatories, were all tabled at the meeting.

Mrs Turk set out the reasons for her petition. She called for improvements to the junction of Ray Lane with the A22 at Blindley Heath, following a fatal accident there on 17 August 2016.

Mrs Turk expressed concerns that the junction was dangerous, and stated that there had been multiple accidents at the site, including one where two people suffered serious neck injuries. Mrs Turk said that the junction is poorly signed, one of the signs is dirty and therefore fails to show up clearly, and the phasing of the traffic lights needs reviewing. Mrs Turk suggested introducing yellow lines at the junction, as well as more signage to warn drivers of the junction and encourage them to drive safely. Mrs Turk read out a selection of

comments made by people who had signed the petition, which corroborated her concerns.

Zena Curry, Area Highway Manager, acknowledged the concerns of local residents, as expressed in the petition, but stated that there were no records of an accident involving serious neck injury at this location. She advised that she was unable to comment on the circumstances of the accident until the legal process had concluded.

Chris Cannon, Road Safety and Traffic Management Officer with Surrey Police, stated that while there have been accidents recorded to the north, south and east of the junction, no accidents have been recorded at the lights themselves. Therefore Surrey Police currently have no concerns about the safety of the traffic lights at the junction. A speed survey was conducted to the north of the junction in 2013, which showed average speeds were within the limit.

Mrs Helena Windsor, divisional member for Godstone, reminded the committee that residents in Blindley Heath had requested a 30mph speed limit at the Local Committee meeting on 24 June 2016, and asked when the speed survey would be undertaken. She questioned the phasing of the lights and whether this had been changed since the incident, as people had been seen working on it. She concurred that the phasing of the lights felt unsafe, and highlighted that this was a concern echoed within many of the comments made through the petition.

The Area Highway Manager confirmed that the speed survey would be undertaken before, or closely after, October half term, so that there are typical traffic conditions. Highways Officers have visited the site, and this is probably what was observed by residents locally.

Mr Michael Sydney, divisional member for Lingfield, asked why Highways couldn't provide the committee with timescales for when the investigation would be completed. He stated that it was clear from the comments on the petition what residents think of the junction, and wanted reassurance that the results of the investigation would be brought back to the Local Committee. The Road Safety and Traffic Management Officer confirmed that a file is being prepared for the Crown Prosecution Service, who will decide whether any one will be charged or not.

Mr Sydney expressed concern about the accuracy of the accident statistics, given that people do not always report accidents to the Police. The Road Safety and Traffic Management Officer advised that the statistics are compiled using a nationally agreed methodology, with data provided by hospitals and doctors, not just through the attendance of the Police.

Chairman Mr Nick Skellett proposed that the Local Committee add this junction to its list of improvement schemes for 2017-18. He stated that the Local Committee will act on the concerns of residents, and referred to a fatal accident on Titsey Hill, following which the committee had been able to implement new signage and a reduced speed limit. The Area Highway Manager agreed to add the junction to the forward programme, to see if it would be prioritised for future funding.

Mrs Sally Marks, divisional member for Caterham Valley, suggested Parish Councils were well placed to help, by reminding residents to report accidents, and by keeping a database of accident hotspots locally.

75/16 FORMAL PUBLIC QUESTIONS [Item 5]

6 formal public questions were received. Questions and responses were tabled at the meeting.

The Chairman permitted District Councillor Mr Pat Cannon to ask a question informally at the meeting.

1) Parish Councillor Stephen Blunden – pedestrian safety on Wolf's Hill

The Chairman referred Mr Blunden to the response, and to the drawing of the proposed scheme that was tabled at the meeting. The Chairman acknowledged that the road was narrow and on a bend.

Mr Blunden was pleased to see that the council had proposed a scheme. He stated that as a daily user of the road, he has serious concerns about pedestrian safety, and while the proposed scheme is a welcome development, he would like to see additional measures to slow the traffic down, and asked why a 20mph limit could not be put in place. Anita Guy, Principal Highway Maintenance Engineer stated that in order to comply with Surrey's speed limit policy, average speeds would need to be 24mph or less for a signed only 20mph speed limit to be effective. Therefore traffic calming measures would need to be installed to ensure drivers complied with a 20mph speed limit. However, the narrow road and lack of street lighting mean it is not possible to put in traffic calming measures.

Parish and District Councillor Mrs Liz Parker stated that there is a light, but it is covered with foliage, and that with a new development of 172 homes in Hurst Green, improvements to this road are necessary. Mrs Parker had concerns that the proposed hatching could make the road narrower, and potentially add to the risks.

The Chairman acknowledged the complexities around making improvements for pedestrians on this road, but agreed that it does need looking at. He proposed to discuss with the district and parish councils once the results of the road safety audit are known. The scheme will be put onto the ITS list, for review with the Parish Council.

2) Mr Mike Clark – congestion on Croydon Road Caterham

The Chairman referred Mr Clark to the written response.

Mr Clark asked whether there would be any funding for a review of the road design next year. He stated that, in his view, the road is unsafe. The parking issues and the road design itself results in the road becoming effectively a single lane, and that as a result it is unacceptable as a main road into Caterham. He argued that what was needed was more than a look at parking.

Mrs Marks acknowledged Mr Clark's concerns. For residents along this road, having somewhere to park is a key concern. Drivers need to drive carefully

and safely. Given that the road is the main route into Caterham, Mrs Marks agreed that the road does need looking at.

The Area Highway Manager stated that no complaints had been received from bus operators about congestion in the area, and invited Mr Clark to offer his support through the Parish Council, who would welcome his suggestions, particularly if they are applying for funds from the District Council through the Community Infrastructure Levy (CIL).

The committee agreed to highlight this road when assessing schemes for future years at the next informal meeting of the committee.

3) Chairman of Dormansland Parish Council, Peter Holgate – redirecting HGVs away from unsuitable roads

Chairman of the Parish Council Peter Holgate was unable to attend. The Chairman confirmed that the written response had been sent to him. Mr Sydney requested an update from the Transport Planning Engineer on progress since the Parish Council brought the petition in 2013.

4) Nutfield Parish Council – Mid Street speed limit

The Parish Council were unable to attend the meeting. The Chairman confirmed that the written response had been sent to them.

Mrs Windsor was very disappointed that the results of the speed survey were so close to meeting the policy threshold, and said that it seems to be cars travelling outside of school drop-off and pick-up times that have increased the average speeds.

The Road Safety and Traffic Management Officer, Surrey Police, agreed to meet with Mrs Windsor and the Parish Council to discuss the results.

5) Woldingham Parish Councillor Mr Rodney Fuller – Titsey Hill, hedges and road sweeping in Woldingham

Mr Fuller was unable to attend. The Chairman confirmed that the written response had been sent.

Mrs Marks stated that residents can view the road sweeping timetable on the District Council's website.

6) Whyteleafe Village Council – Gully clearance

The Village Council were unable to attend. The Chairman confirmed that the written response had been sent to them.

Mrs Marks stated that the gullies on Godstone Road, Whyteleafe need to be categorised as high risk. The road has suffered horrendous flooding, and yet adjacent gullies have been designated as medium risk. Mrs Marks has previously been assured by Highways that gullies had been cleared, only to find that the contractor had not actually done the work. The gully categorisation for this area needs looking at again – the response to the Village Council is inadequate.

The Chairman proposed to write to the county council's Cabinet to complain about the local prioritisation of gullies, express unhappiness with the centralisation of this service and request that the Committee look for a local contractor for additional gully clearing. Mrs Windsor seconded this proposal. In previous years, the Local Committee Chairman and Vice-Chairman had flexible use of funds and had been able to bring in contractors to do additional clearance. The Chairman acknowledged the awful ramifications for residents, of being flooded, and was clear that the issue of gully clearance in this area needed to be resolved urgently.

The Area Highway Manager acknowledged the committee's frustrations. There had been issues with the contract for gully clearing in the past. A new gully cleansing auditing process has been brought in to try and address this. The categorisation process was approved by Cabinet as part of the asset strategy, and there is the ability to promote local roads within this.

7) District Councillor Mr Pat Cannon - Rook Lane, Chaldon

The Chairman invited District Councillor Mr Pat Cannon to ask a question informally.

Mr Cannon requested measures to reduce speed and provide a crossing on Rook Lane, Chaldon, where he said there have been several near misses and minor accidents. The Senior Traffic Engineer, stated that the road was too narrow for a pedestrian island, but agreed to undertake a speed survey. She noted that there was no funding at present for a pedestrian crossing. She confirmed the speed survey will show the volumes of traffic as well, and agreed to share the full results with Mr Cannon.

76/16 MEMBERS QUESTIONS [Item 6]

Questions 1 and 2 and the responses were tabled at the meeting. Questions 3 and 4 were asked informally at the meeting.

1) Mr Nick Skellett - Pavement outside Moor House School

The Chairman proposed a meeting with the school and district council to discuss. District Councillor Mr Pat Cannon endorsed this.

2) Mr Nick Skellett – Use of Oxted pavements

The Chairman accepted the response.

3) Mr Nick Skellett – Woodhurst Lane

The Chairman asked that Woodhurst Lane be assessed when the committee prioritises schemes for 2017-18.

4) Mrs Helena Windsor – Blocked footpath

Mrs Windsor reported that footpath FP269 was blocked but that progress was now being made, and she has been told it is the next one on the list to be resolved.

77/16 DECISION TRACKER (FOR INFORMATION) [Item 7]

Declarations of Interest: None

Officer attending: Vicki Eade, Community Partnership and Committee Officer

Petitions, Public Question, Statements: None

The Chairman referred members to the tracker.

78/16 MEMBERS ALLOCATIONS SUMMARY (FOR INFORMATION) [Item 8]

Declarations of Interest: None

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

Petitions, Public Question, Statements: None

Member Discussion – Key Points:

The Chairman referred members to the report.

Members were pleased to note the ‘Singing for the Brain’ sessions were soon to start, and were keen to attend the group’s Christmas session.

Resolution:

The Local Committee (Tandridge) agreed to note:

(i) The Members’ Allocation applications received and amounts spent, where indicated, as set out in **Annex 1** of the report.

79/16 COMMUNITY SAFETY FUNDING (EXECUTIVE FUNCTION) [Item 9]

Declarations of Interest: None

Officer attending: Vicki Eade, Community Partnership and Committee Officer

Petitions, Public Question, Statements: None

The officer introduced the report. The proposals aimed to ensure better value for money and greater transparency.

Member Discussion – Key Points:

The Committee agreed to the proposals.

Resolution:

The Local Committee (Tandridge) RESOLVED to agree that:

(i) The delegated Community Safety budget of £3,000 per Local Committee for 2016/17 is to be retained by the Community Partnership Team, on behalf of the Local Committee, and that the Community Safety Partnership is invited to submit proposals that meet the criteria and principles for funding, as defined at paragraph 2.6 of this report.

(ii) Authority is delegated to the Community Partnership Manager, in consultation with the Chairman and Vice-Chairman of the Local Committee, to authorise the expenditure of the Community Safety budget in accordance with the criteria and principles stated at paragraph 2.6 of this report.

(iii) The Committee receives a report detailing the projects that were successful in being awarded the local community safety funding and the outcomes and impact they have achieved.

Reasons for decision:

A recent analysis of how the local committees' community safety funds were spent in 2015-16 revealed a mixed picture. While there were some notable examples of good practice, much of the funding was spent on activities that could have otherwise been delivered either through existing partnership work or by closer synergy with Surrey's established, strategic community safety projects. This report makes recommendations that are intended to secure greater oversight of the committee's expenditure and better value for money for projects that help to achieve the County's community safety priorities.

**80/16 PRESENTATION FROM GOVIA THAMESLINK (FOR INFORMATION)
[Item 10]**

Declarations of Interest: None

Officers attending: Phil Hutchinson, Head of Strategic Planning, Jane Cobb, 2018 Timetable Consultation Project Manager, Govia Thameslink

Petitions, Public Question, Statements: None

The officers presented the consultation just launched on the 2018 timetable.

The Head of Strategic Planning apologised to those present for the ongoing disruption affecting services locally and stated that the company is working hard to restore service levels. He told the committee about the 'step change' in infrastructure, capacity and connections that will come following the completion of the London Bridge project. It will be the biggest change to railway timetables in a generation. The consultation closes on 8 December 2016, and he asked for the committee's support in publicising the consultation locally. Following the consultation, a full timetable will be produced for Spring 2017.

There are changes proposed for the Tandridge area – these can be viewed online and in the consultation documents that the Head of Timetabling agreed to send to the committee. There will be positive changes for train users locally, where connections to London and the north will improve, as will capacity, through the introduction of longer trains, and increased frequency.

For example, Caterham will see faster journeys into London, as the train will combine at Purley and continue as a fast train to London Bridge. The frequency is also proposed to increase to 4 per hour during the evenings.

Member Discussion – Key Points:

The Chairman agreed to help publicise the consultation, by sharing with District and Parish Councils. He asked that the committee be sent the consultation documents, so that they are clear what they are being asked to comment upon, and will seek to provide a response from the Local Committee. He invited the Govia representatives to attend the next informal meeting of the committee to discuss the proposals in more detail.

Members raised concerns about the impact of the changes on the number of cars parked on local roads, which is already a key frustration for her residents, and called for more parking to be provided. Mr Hutchinson said there were no plans for increasing car parking within this consultation. He agreed to take the concerns back to the Local Development Manager for Govia Thameslink, who had been unable to attend the meeting.

In response to a question from Mr Sydney, Mr Hutchinson said there were no plans for double decker trains in the near future.

In response to a question from Mrs Windsor, Mr Hutchinson said there were no proposed changes to the frequency of trains on the Tonbridge line, but a new evening service running directly to London was being proposed.

The Area Highway Manager asked that Govia link with Surrey Highways and Transport, who look at bus links with railway timetables. The Head of Timetabling confirmed they were planning to meet with local bus operators as part of the consultation.

The officers said there is a Local Development Fund for integration of services locally, and the committee were keen to know more about this fund.

81/16 MILITARY COVENANT UPDATE (FOR INFORMATION) [Item 11]

Declarations of Interest: None

Officer attending: Canon Peter Bruinvels, Civilian – Military Liaison Adviser to Surrey County Council,

Petitions, Public Question, Statements: None

Canon Peter Bruinvels outlined the achievements of both the County Council and Tandridge District Council in offering support to the military community.

The Surrey Civilian-Military Partnership Board (SCMPB) is now chaired by Mrs Marks. Every department within the county council now has an armed forces officer champion, and Surrey has secured the second highest amount of funding in the UK amounting to £500,000 through Covenant Grants in England. District Councillor Pat Cannon, is the first serving Council Chairman to also be the Armed Forces Champion. The SCMPB job description for

armed forces champions as developed by Surrey is now being used UK wide by the MoD as an exemplar.

Surrey's contact centre staff have received training so they now ask residents calling whether they have served in the armed forces, so that they can be referred to service charity 'ssafa' if appropriate. Work is underway with Kent and surrounding authorities now to share best practice and coordinate information.

Surrey County Council has been awarded the Employers Recognition Scheme 'Gold Award', which recognises them as a military friendly employer. Among a very limited number of high profile blue chip companies (22), Surrey was one of only two county councils to secure this award.

The next steps will be to encourage businesses to adopt the community covenant, and encourage them to take on reservists. The Civilian-Military Liaison Officer referred the committee to a directory of information, advice and guidance put together for military families to help them access public services.

Member discussion – key points:

Members offered their thanks to the Civilian-Military Liaison Officer, for his enthusiasm and determination in working so hard to represent the military.

District Councillor Mr Pat Cannon endorsed this, and expressed his gratitude to Mrs Marks for her help as Chairman of the SCMPB.

The Chairman announced that he was in discussions with the district council to secure the return of district councillors to the Local Committee, and was keen to look at a joint committee going forwards. Mr Cannon stated that he would be writing to the Leader of the district council to endorse this, as he sees the value of the Local Committee.

82/16 SPEED LIMIT - GODSTONE ROAD BLETCHINGLEY (EXECUTIVE FUNCTION) [Item 12]

Declarations of Interest: None

Officers attending: Zena Curry, Area Highway Manager

Petitions, Public Question, Statements: None

To accommodate the residents who had come to the meeting for this item, the Chairman amended the agenda to take this item after Item 7.

Member Discussion – Key Points:

The Chairman reported that he had spoken with Chris Cannon, Road Safety and Traffic Management Officer with Surrey Police ahead of the meeting, and that due to a lack of prior consultation with the Parish and District Councils, he was minded to defer the item until the committee's December meeting.

Divisional Members Mrs Windsor said residents had not had time to comment on the proposals.

A number of local residents spoke in favour of deferring the decision. Residents of Sunnybanks Villas addressed the committee, and asked for the decision to be postponed. Resident Mrs Janine Marks said that the Parish Council needed to be consulted, and that the existing 30mph limit was needed, particularly in light of new housing developments and proposed car park which should be taken into consideration. Another resident called for greater enforcement of the existing 30mph speed limit, and was frustrated that residents had not been permitted to conduct any Speedwatch activity in this area. Resident Mr Blackwell spoke of his experience seeing people speeding in this area.

The Area Highway Manager agreed to the consultation proposed, prior to consultation as part of the traffic order process, but stated that the report would still come back in December with the same recommendation for decision. Surrey Police's Road Safety and Traffic Management Officer agreed to meet with the residents.

Mrs Windsor proposed to defer the decision. Mrs Marks seconded the proposal.

The Local Committee (Tandridge) RESOLVED to defer this item until the 9 December 2016 meeting

Reason for decision:

To allow for consultation with Parish and District Councils

83/16 HIGHWAYS SCHEMES 2016-17 UPDATE (SERVICE MONITORING AND ISSUES OF LOCAL CONCERN) [Item 13]

Declarations of Interest: None

Officers attending: Zena Curry, Area Highway Manager

Petitions, Public Question, Statements: None

The Chairman Mr Nick Skellett left the meeting at this point at 12:30pm. Mr Sydney, Vice-Chairman of the Local Committee, took over as Chairman for this item.

Member Discussion – Key Points

Mrs Windsor asked about Green Lane, Outwood, which had been on the original list for resurfacing but nothing has happened. The Principal Highway Maintenance Engineer, agreed to look into this and respond to Mrs Windsor.

Mrs Marks asked about High Lane, Warlingham, where the farmer is concerned for safety. The Principal Highway Maintenance Engineer responded that Highways are about to issue a traffic order that does not allow motor vehicle access, which will enable lockable bollards to be put up. Officers agreed to send Mrs Marks a copy of the letter that is being sent to residents there to advise them.

Mr Sydney asked about progress on dropped kerbs for Dormans Road, Dormansland. Officers confirmed that this will be done this financial year if sufficient funds are available, or during 2017-18.

Mrs Marks confirmed with the Area Highway Manager that she had asked for the following issues in Caterham to be looked into: i) speeding on Burntwood Lane, ii) inconsiderate parking at the Mercedes-Benz garage on Croydon Road by the roundabout, iii) parking at Waitrose, (iv) the exit from Morrisons supermarket onto Harestone Valley Road, v) dates for completion of the yellow lines on Croydon Road, and vi) a speed survey for Stafford Road. The Area Highway Manager acknowledged receipt of these issues, and agreed to look into them and report back to Mrs Marks.

Mr Sydney asked why Reigate and Banstead parking enforcement officers had not been undertaking enforcement activity in Dormansland and Lingfield as agreed with the Parking Strategy and Implementation Manager. The Area Highway Manager agreed to look into this and respond to Mr Sydney.

The Area Highway Manager invited members to submit their comments on structures and drainage in a report that would be circulated to them shortly. She confirmed that the Winter Service report did not come to this Local Committee this year, as it would be taken to Cabinet.

Meeting ended at: 12.45 pm

Chairman

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 23 SEPTEMBER 2016

SUBJECT: PETITION – T-Junction traffic lights in Blindley Heath on Eastbourne Road and Ray Lane need changing

DIVISION: GODSTONE



SUMMARY OF ISSUE:

To consider a petition containing 399 signatures, – by Mrs Rachel Turk.

‘The notoriously known dangerous T junction on Eastbourne Road and Ray Lane in Blindley Heath needs assessing. I lost my Nan on this junction on Wednesday and have known of other accidents over the last few years. To none local people this is a massive hazard as the Ray Lane junction is too far set back and must be reanalysed for the future safety of road users. The Eastbourne Road approaching from both directions is very straight and therefore people are able to gain speed and can and has ended with a fatality. Something needs to be done. Slow down markings on the road, a camera or even a reassessment of the lights. Something must be able to be done to ensure this doesn't happen again.

Please sign this petition so no other family has to go through what we are. It's a simple solution yet nothing will be done unless we target them in numbers. Please jump on board to ensure something is changed to make this a safer route for the public and to ensure no one else gets hurt’.

Full petition can be found at: http://www.thepetitionsite.com/en-gb/930/006/958/t-junction-traffic-lights-in-blindley-heath-on-eastbourne-road-and-ray-lane-needs-changing/?taf_id=28232836&cid=fb_na

All comments made by those who signed the petition are attached.

RESPONSE:

Officers would like to offer their condolences to the family and friends of Mrs Jill Turk. Officers are unfortunately not able to comment on the collision in which Mrs Turk died, as the collision is the subject of an ongoing Police investigation.

The circumstances of the collision will be discussed at a future meeting of the Road Safety Working Group, once the investigation has been completed. This group consists of road safety experts from both Surrey Police and Surrey County Council and engineers from Surrey Highways.

The concerns about road safety at the junction of the A22 Eastbourne Road and Ray Lane expressed by both the family and the petitioners, together with the collision history at the junction will be taken into consideration as part of that discussion.

Regretfully, the Local Committee are not in a position to take a decision about any infrastructure changes until the reports and advice are received from the Road

Safety Working Group and Surrey Police.

Contact Officer: Zena Curry, South East Area Highway Manager, 0300 200 1003

ITEM 4 Petition 1: T junction traffic lights in Blindley Heath on Eastbourne Road and Ray Lane needs changing.

Comments from signatories (verbatim):

Jane E.

I live in France but am British and my family are in Lingfield. I know the junction very well.

Adam H.

This is a(nother) fatality waiting to happen. Light jumping regularly happens from southbound traffic, who can't be bothered to stop at the red light. You can't see them until you are in their path.

name not displayed

I agree that this is a very dangerous junction. It is imperative that a study is conducted into the phasing of the lights and other measures to decrease the amount of risk. This needs urgent attention.

Jason R.

Very poorly designed junction.

Hilary H.

Speed limit needs to be lowered. I have had an accident right outside our driveway near to traffic lights. Timing of traffic lights wrong. Needs a left hand turn arrow on traffic lights. Speed cameras or round about or both to be installed. Absolute nightmare! Not the first accident there. Very dangerous

Patrick p.

this tragedy could have been avoided by the installation of more positive speed control on the A22

name not displayed

We have already complained in the past about the phasing of the lights at Blindley Heath and the speed of traffic. The speed limit should be reduced to 30mph through Blindley Heath and cameras introduced. The long term answer is the provision of a roundabout.

name not displayed

Even a week after this tragic accident the traffic lights opposite Ray Lane on the A22 are still obscured by branches and not facing straight on. The light sequence is far too short and urgently needs reassessing to give drivers more time to safely turn right onto the busy A22.

name not displayed

It is a residential area and it should be 30 mph NOT 40mph. An incredibly dangerous road and junction. Speed restrictions and traffic management must be in place AND ENFORCED!

Bob L.

With the size, speed of vehicles approaching this junction without slowing down will continue to be a dangerous junction. The authorities need to urgently address this before it can happen again. Our thoughts are with the family.

name not displayed

This is a very dangerous junction only yesterday a lorry ran a red light directly in front of me. There are so many accidents on the A22 I would like to see the figures compared to other A roads across the UK.

name not displayed

I work just down the road and many people jump the lights, trying to avoid waiting, putting people's lives at risk

name not displayed

I have been working directly on that junction for the last 4 months & I'm shocked at how many drivers run a red light. It's only a matter of time before there's another accident. Changes are needed & needed fast!

Pamela D.

The traffic lights definitely need to be reassessed to allow more time to turn onto the A22. The greenery needs to be cut back on the traffic lights opposite Ray Lane also.

Samantha D.

Terrible junction , traffic on the a22 constantly jump the lights .

James B.

I use this junction daily and have seen many near misses hear. This needs to be changed before there is another fatality.

name not displayed

The traffic lights coming off Ray Lane onto the A22 are not sequenced to give enough time to get out onto the A22. They change too quickly. They only allow approx 4-5 cars to exit. As soon as the amber light shows, you do not have much time to get onto the A22 before the main road traffic starts to move. The traffic lights directly opposite at the junction are slightly turned to the right and are obscured by the bushes growing around them. This junction needs maintenance urgently. We are so sorry for your loss.

Grant F.

Turning right into ray lane from the A22 north bound. Always allows traffic exiting from ray lane on to the A22 to proceed before you have a chance to turn as I have found in my experience the traffic on the A22 proceeding south more often than not jumps the amber traffic light.

Martine M.

These lights change too quickly before the traffic coming the other way has finished going through. Need to have more time between lights changing

Gillian B.

We used to live in the area and visit friends and relatives several times a year often using this junction and totally agree that it is extremely dangerous, sadly for this lady it is to late but maybe other lives can be saved if something is done to make it a safer route.

Dave B.

So very sad to hear about Jill's accident. No other family should have to suffer like this if a solution can be found.

Gary T.

Wray Lane stop position is set too far back.

Amy S.

Have been saying this for ages! There is no time to turn right towards Lingfield coming from east grinstead. The main road people run the lights then your having to turn right as cars from Lingfield are driving at you.

Liz L.

I regularly use this junction. The timing on the lights is dangerous and combined with the high percentage who jump the red lights going through at speed on the A22 southwards makes it like playing Russian Roulette coming out of Ray Lane. Particularly sad it was such a well respected member of the local community.

Hazel H.

This is such a dangerous junction. I use it twice a day and have had several near misses due to the timing. Please sign the petition so no other family has to go through what the Turk family are having to x

name not displayed

This junction has been a death trap for years. It needs a roundabout

Katie R.

I have noticed people often speed through the lights as they are changing as there is not a lot of time for people to leave Ray Lane and go onto the A22. It is also difficult to turn right onto Ray Lane from the A22 - there is not a lot of space to queue and the road is so busy often you cannot go across until the lights have stopped the traffic.

name not displayed

So sad to read of this tragic accident. The lights change very quickly, surely the phasing needs adjustment.

Micha P.

I'm so sorry for your loss, I live along this road by the bridge and often hear the screeching of breaks and dread the sound of impact. I have also witnessed myself people jumping the lights on many occasions coming from all different directions. It is a dangerous junction and something needs to be done!

Jo T.

I use these lights daily coming out of Ray Lane and 9/10 times a vehicle jumps the lights in one direction of A22

Robert P.

Drivers exiting Ray Lane on to the Eastbourne Road are blind to the southbound traffic on the Eastbourne Road when they pass their traffic lights as they are set well back on Ray Lane. I guess this is to allow huge lorries to turn into Ray Lane. Drivers have to travel I guess about 30ft before they can see the southboune traffic on the Eastbourne Road, and to be visible to the southbound traffic on the A22. Given that situation the current problem is that the traffic light's phasing is too short between switching to red on Ray Lane and to green on the Eastbourne Road. A few more seconds would make all the difference. Also it may help to have signs to alert drivers on both roads to the potential danger.

name not displayed

So sorry for your loss Rachel. I agree with all the comments already posted, lights do not let enough cars through resulting in people jumping them, especially through the Eastbourne Road lights, they also change for the other directions very quickly, resulting in traffic barely come to a stand still when the traffic from the other set of lights starts moving. Need to at least change the timing of the lights

Lynn F.

Pamela L.

There are too many accidents at this junction. Drivers speed and then don't notice the lights

name not displayed

I drive through these traffic lights most days. I've witnessed a few accidents and many near misses over the years and hope that something is going to be done. It's dreadful that it has taken the poor lady to lose her life for something to be changed. The lights do not leave enough time for crossing traffic before the next set turns. On many occasions these lights have not even been working and is a free for all for drivers.

Harriet A.

RIP. My grandparents live in Lingfield. Something has to be done to make this junction safer

Paula J.

Such a sad loss x

Sarah M.

R.I.P Mrs Turk

Annie G.

Something must be done to stop these fatal accidents, lives are lost unnecessarily - it is within your power to stop this. We have family living in the area and dread one of them being hurt or worse!!!

Melanie G.

I live just off of Ray lane and regularly use this road, the lights coming from Ray lane onto the a22 do not stay green for long enough allowing only 2-4 cars through which I have seen so many people then jump because of a this and the lights change so quickly that it could easily cause a collision such as this. I have thought it for a long time and also look both ways when pulling out on to the a22 as people may rush to jump the lights which would cause a fatal collision. Something needs to be done it is just a matter of time before this happens again

name not displayed

In the last few weeks these lights haven't been working and also in the lead up to this incident it seemed they were out of sync and / or people were jumping the lights. I also think at the time of this incident there were roadworks the next day so two sets of lights causing a tailback up towards Godstone so more people were jumping through the red light as it was so slow.

Jessica L.

These lights are dangerous

Agnieszka D.

Very dangerous place, I always afraid when crossing this junction.

Amanda L.

This and a 30 mile limit needs to be in place! Through Blindley Heath! Start to make us safe

Jade C.

Horrible junction

Dale F.

The junction needs to be made safer, I live just down the road from the traffic lights and have to either go through it in a car or cross it on foot on a daily basis and it's never safe! Cars speed up and think it possible to catch the lights as they change and this is a prime example of what happens when they do. Something needs to be done to slow the cars down before the junction and then the timings of the lights need to be looked at

Helen D.

Vision is obscured when turning out of Lingfield onto the A22 so you cannot see for certain that the traffic has stopped before committing to crossing the traffic. People often jump these lights and I remember people having accidents in the same spot for the same reason over 20 years ago. In addition the lights turning out of Lingfield only stay green for a very short time, and people often accelerate out to try to beat the lights before they turn red again.

Charlotte L.

I grew up in the house on that corner & have always known accidents to happen there. A lorry went into the side of our family car writing it off by jumping the lights on a22

Lindsay E.

An awful stretch of road. I hope something is done about it My sympathies are with the ladies family

Mark D.

Very quick changing lights, makes junction dangerous from all angles.

Lucy R.

Considering this junction is very close to two very busy nurseries meaning an increase in family cars with several children inside something needs to be done!!

joan w.

Something needs to be done about the traffic lights trees /bushes cut back so traffic lights can be seen. And pointing so lights can be seen clearer . The whole stretch of a22 through blindley heath needs to be monitored for people breaking the speed limit and jumping the lights which I have close moments as I am sure other people have .

Rachel A.

The traffic lights go from red one way to green too quickly also if turning right from southbound waiting in the middle of the road to turn you are not given enough time when everyone is jumping the red lights and the traffic lights on Ray lane go green and cars are coming at you in all directions.

Marguerite Y.

There needs to be cameras at this junction before more loss of life. Just hours after the fatality, when the road was reopened, cars were jumping the lights. My thoughts and prayers are for the family of the lady that passed away there. I only hope that something is done before any other fatality.

Jill C.

I have had a number of near misses trying to turn right come from East Grinstead direction with traffic still going at speed through lights changing from Amber to red.

Jess L.

I have lived here for 5 years and the amount of crashes I've seen happen down this main road is awful , the layout of the lights is awful, the lights are slightly out of sync Aswell something needs to be done

Rosemary A.

Phasing of the lights is dangerous. Residents have complained but nothing has happened! A dreadful tragedy

Jenny D.

I drive this route every day. It's a very dangerous junction and has always scared me. At the very least the sequence of the traffic lights need to be looked at.

name not displayed

go down this road every day sometimes lights are not working and have to edge out of ray lane which is SO dangerous!! Also traffic lights are out of sink and traffic backs up! Change asap!!

Gary J.

The phasing on those lights is far too close. Lights appear yellow in both directions almost simultaneously encouraging drivers to accelerate towards the junction when traffic from Ray Lane is appearing blind to the main A22.

Ruth A.

I have found that junction to be very dangerous as too many people "jump the lights"!

Andrea J.

So sorry to hear this lovely lady was taken in such an awful accident. Thoughts are with her family

Sasha B.

I work just up the road from the junction and have had a couple of close calls when turning in and out of Ray Lane, it's an awful junction - especially when the lights aren't working which is fairly frequently.

Tiffany S.

Those traffic lights are so dangerous they change so quickly and don't give cars enough time to get out the junction before the other side turns green.

Chloe B.

Thinking of you and family. T junction needs to be changed X

Kelly W.

Sorry for your loss

Melissa J.

I strongly support this petition as I have nearly been involved in an accident at this junction 3 times in the past 2 years. Considering I only use this junction 2-3 times a week, is even more frightening. Both times I have been exiting Ray Lane to enter the A22. The problem is the light phasing on the lights and people jumping the lights on either red or amber on the A22. Something needs to be done before there are any more deaths!

Shania J.

These lights definitely need to be changed. They have been too dangerous for far too long. Sometimes they don't even work at all. The sequence has never been good and is dangerous. It's a tragedy that this has happened. Something before should have been done with these lights and the junction. I know that they have been reported previously.

Layla S.

This lady should not have lost her life!!

name not displayed

These lights are dangerous - drivers regularly go through on amber or jump them particularly speeding across on the A22. There is no line of sight to the right if you are waiting in Ray Lane. The phasing is also not very good, it is set for a very short time to turn from Ray Lane onto the A22.

Siobhan S.

I work at Lingfield nursery school and I have had to change the way I come into work from east Grinstead because I've had so many near misses at this junction. Sorry to hear about your loss.

Connor L.

My Nan was killed here last Wednesday

Elisabeth B.

Such a dangerous junction go through it 3/4 times a week you take your life in your hands when people jump lights. My mum has had an accident here luckily no major injuries

Samanta E.

Horrific fatal accident, please don't delay any longer, get this junction sorted out immediately.

Lisa S.

This t junction is very dangerous with traffic lights only letting a few car though .and cars on the A22 jumping red lights all the time . The road configuration should be re thought perhaps a roundabout could help

Jeremy B.

This is a dangerous junction I use it regularly and fully agree with the comments raised already something must be done to make safer to avoid another tragedy

Val S.

Need to sort the lights out

steve g.

this isnt a hard thing or expensive to fix

Stephanie W.

Before more people are killed.... Please do something.

name not displayed

I ALWAYS see people jump the lights just as they're turning red, it's so dangerous!

Jane B.

Totally agree the junction is extremely dangerous. And there has to be change to the lights.!!!

Susan S.

The lights are positioned quite far back in Ray Lane and the timing gap between lights is too short.

Alison P.

It's time something was done about this junction. Very very sad that this poor lady lost her life, through no fault of her own. But down to the careless actions of a lorry driver!!!!

Naomi D.

This must be investigated and acted upon.

Gail B.

I have , in the past, had to use this road junction every day during the morning rush hour period. I have witnessed on numerous occasions drivers 'jumping' the lights and 'running the gauntlet'. I was ,sadly ,not surprised to hear that there has been a fatality there now. I don't know what the solution might be, but I do believe it is imperative that the relevant authorities review the current road layout/ traffic lights etc. Let there be no more fatalities!

Karen L.

The lady who was killed here on 17th August 2016_was my Aunt.

Julie R.

Go to visted my children and grandchildren in Lingfield and find that junction quite daunting...

Joanna L.

More accidents are waiting to happen. How many lives need to be lost.

Carole R.

This needs changing before any more lives are lost.

Sandi T.

Dangerous junction. Surely something must be done now a wonderful lady has lost her life.

Maria P.

Such a lovely lady. So sad she had to go in a terrible accident

Victoria B.

Such a dangerous junction

Lesley S.

I have had near misses at these lights with southbound traffic running the lights!

Kati M.

I've had lots of near misses here coming from Ray Lane turning right onto A22. Either the lights are out of synch or loads of people run a red light here.

Leilla T.

This t- junction is so dangerous, I've had 2 near misses here. Something needs to be done, think of the poor families suffering a loss because of a dangerous junction!

Sally S.

we use these traffic lights on many occasions and have commented in the past on this problem. It shouldn't have taken a fatality to change things.

Jess H.

My best friend lost her nan in a tragic accident and no one should have to go through what they are. So sad. needs changing!

Grace B.

A lorry ran a red light and killed an innocent woman

Ben B.

This junction is so dangerous something needed to be done years ago. Now with another fatalitie something has to be done.

Kelly C.

This is a really unsafe junction! The road is far to fast.

Sharon Q.

I have lived here for the past four years in that time 3 people have been killed along this road and two seriously injured.

Natalie B.

This junction is so dangerous and should of been assessed a long time ago

Chris T.

Please change the light system

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 23 SEPTEMBER 2016

SUBJECT: Public Question: Pedestrian safety on Wolf's Hill



DIVISION: OXTED

Parish Councillor Oxted South, Mr Stephen Blunden, asks:

- 1) What proposals do the Council have to improve pedestrian safety on Wolfs Hill, in particular between Rockfield Road and Hurstlands, following three years of correspondence on this matter?
- 2) What is the process for the proposals' approval?
- 3) When will the approved proposals be implemented?

Would the Council share their proposals that are subject to safety audit with us in the meeting. That would be most helpful.

Response:

The section of Wolfs Hill between Rockfield Road and the public footpath to the rear of the properties on the north side of Home Park has no footway. Officers acknowledge that pedestrians walk along this section of Wolfs Hill and that there is a desire to improve pedestrian safety.

Unfortunately there is insufficient width within the existing highway boundary to both construct a footway and maintain two-way traffic flows. Officers have produced a lining scheme showing a hatched area at the edge of the carriageway in which pedestrians can walk, and to encourage drivers to provide additional space. The hatched area is on the west side of Wolfs Hill between Rockfield Road and the entrance to the properties Woodlands and High Beeches, and transfers to the east side of Wolfs Hill as far as the existing footway that starts at the junction with the public footpath to the rear of the properties in Home Park. This hatched area will be similar to that in place in the section of Bluehouse Lane east of Park Road.

The lining scheme is currently the subject of a Safety Audit that is being carried out by Surrey County Council's Road Safety Team. Subject to no safety concerns being raised following the Safety Audit, it is proposed to implement the scheme before 31 March 2017. The scheme will be funded using funding set aside for small safety schemes as part of the Integrated Transport Schemes Programme for 2106/17.

Contact Officer: Philippa Gates, Traffic Engineer, South East Area Team, 0300 200 1003

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 23 SEPTEMBER 2016

SUBJECT: Public Question: Congestion on Croydon Road, Caterham



DIVISION: CATERHAM VALLEY

Mr Mike Clark, Warlingham resident asks:

Albeit the Croydon Road, Caterham has evolved over the last few years by having minor changes and has been resurfaced, the road is unsafe (being like a dodgems fairground), has more congestion, and angry frustrated residents who cannot park their cars. It seems that the so called "improvements", despite good intentions, have had an adverse consequence.

It is now time for a fresh approach to resolve all three challenges in an integrated solution in the interest of road users and local residents.

The Local Area Committee is therefore requested to approve and fund a study to produce a revised road layout (or layouts), from Wapses Lodge roundabout to the Waitrose access road at the former Rose and Young building, so the road can be made (a) safe, (b) ensure a clearway of one lane each direction at all times, and (c) maximise residents' and visitors' parking.

The study team shall report back with their initial findings and recommendations at the next meeting (9th Dec 2016). The final report should include an order of cost estimate, a value engineering study, and list of challenges to be overcome and be presented at the March 2017 meeting.

It is suggested that a local team direct and get involved with the Study with assistance from SCC Highways Department. I would like to be a member of the team.

Response:

There have been changes to Croydon Road, over time, to respond to specific traffic and safety issues within the constraints of the road space and prioritised funding available. This has included the introduction of double yellow line parking restrictions for safety reasons and to reduce congestion. The needs of other road users such as pedestrians, cyclists, public transport users and business deliveries also have to be balanced with the needs of car drivers and residents' parking. There needs to be a balance about what can be achieved with the resources available. A statutory consultation process is required for many changes to the highway that are requested and feedback from this helps shape the outcome.

Unfortunately, there is no funding available in this financial year for a study of the nature you suggest, and this would need to be prioritised against other requests for similar studies across the Tandridge District for future funding. However, your concerns about traffic congestion, safety and parking on Croydon Road are acknowledged. Your

concerns about parking and deliveries will be put forward as part of the next parking review for Tandridge.

Any proposed traffic study of Croydon Road, on the approach to the mini roundabout at the junction with Station Avenue and Godstone Road from Wapses Lodge roundabout, would be in collaboration with The Caterham Masterplan. This is likely to be published later this year through Tandridge District Council. This will inform local priorities for infrastructure improvements, and for any bids for additional funding from other organisations such as the Coast to Capital Local Enterprise Partnership. The Caterham Valley Parish Council may also choose to prioritise measures for Croydon Road for bids for other local funding.

The specific issues that you have requested to be within any proposed study, would normally be included together with other issues such as bus routes, available land, utility company apparatus locations and estimated costs. There are also funding implications for delivering any proposals that would come out of a study, and these would have to be prioritised against other proposals for bids.

Unfortunately, it is not possible to carry out a study of the nature of your request, in the time scale of your request, as there is no funding identified or available. However, your contribution is welcomed and has been forwarded to the Caterham local elected representatives.

Contact Officer: Zena Curry, Local Area Highway Manager

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 23 SEPTEMBER 2016

SUBJECT: Public Question: Update on progress redirecting HGVs from local village roads in the Lingfield division

DIVISION: LINGFIELD



A petition presented by Councillor Peter Holgate, Dormansland Parish Council at the Local Committee Meeting on 13th March 2013 asking Surrey County Council to look at ways to redirect HGVs away from unsuitable local village roads in the Lingfield Division area by ensuring that there is a strategic route network for freight movement so that HGVs are required to use suitable main roads and not use minor roads as short cuts.

Please can we have an update regarding progress with redirecting HGVs away from unsuitable roads?

Please can Dormansland have "Unsuitable for HGVs" signs at all accesses to West Street and The Platt and also in Hollow Lane. The HGV sign in Chelsham is known to have diverted HGVs away from inappropriate roads.

Response:

The Local Highway team will seek an update from the Officer in the Transport Planning Team as to what progress has been made on redirecting HGV's from unsuitable roads, following the report entitled "HGV Problems and Opportunities" that was brought to Tandridge Local Committee on 1st March 2013.

Local Highway team Officers will progress the installation of "Unsuitable for HGVs" signs at the entrances to West Street, The Platt and in Hollow Lane at its junction with Plough Road. Hollow Lane runs into Shepherds Grove Lane, which joins the A264 Holtye Road in West Sussex where there is already an "Unsuitable for HGVs" sign.

However it should be noted that "Unsuitable for HGVs" signs are advisory only and are therefore not enforceable by the Police.

Contact Officer: Anne-Marie Hannam, Traffic Engineer, South East Area Team, 0300 200 1003

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 23 SEPTEMBER 2016

SUBJECT: Public Question: Slowing traffic on Mid Street around Nutfield Primary School

DIVISION: GODSTONE



Nutfield Parish Council ask:

A speed survey on Mid Street, South Nutfield was completed in June 2016 and the data appears to show that much of the traffic is travelling at between 29.4 and 31.3 mph which is well above the target level of 20mph (outside Nutfield Church School).

Nutfield Parish Council would like to know Surrey County Council's Policy for interpreting speed survey data, how this Policy has been applied to this particular survey and what conclusions and recommendations the Highways team would draw from the data collected and what options, by working with the Parish Council, are available to achieve the goal of slowing traffic speeds in and around the school?

Response:

Nutfield Parish Council asked a public question at Tandridge Local Committee in September 2015 requesting a 20mph traffic speed restriction outside Nutfield Church School in Mid Street. The current speed limit on Mid Street is 30mph.

As a result of that question a speed survey was carried out in Mid Street for a week in June 2016 to establish whether existing traffic speeds comply with Surrey's policy "Setting Local Speed Limits" for a signed only speed limit reduction to 20mph. The results of that survey were that the mean speed of northbound traffic was 23.2mph and the mean speed of southbound traffic was 25.3mph. The figures quoted in the question are the 85th percentile speeds recorded by the survey. The 85th percentile speed is the speed which 85% of vehicles are travelling at or below. Guidance from the Department for Transport is that mean speeds should be used when setting local speed limits.

Surrey's Policy "Setting Local Speed Limits" follows Department for Transport guidance. If the existing measured mean speeds are at or below the 24mph threshold detailed in the Policy then the council will allow a change to a signed-only 20mph speed limit without supporting measures.

In Mid Street the measured mean speeds are below 24mph in the northbound direction only. However the southbound measured mean speeds are 25.3mph which is above 24mph. Therefore Mid Street does not comply with Surrey's Policy for a signed only speed limit reduction to 20mph.

The conclusions drawn from the speed survey data are that the majority of drivers are travelling within the 30mph speed limit. Whilst it is appreciated that the Parish Council would like to see a reduction in vehicle speeds the data collected does not comply with Surrey's Policy for the implementation of a signed only 20mph speed limit. Therefore in order to reduce the speed limit on Mid Street to 20mph physical measures would need to be introduced to slow vehicle speeds. No funding has been allocated in the Integrated Transport Scheme forward programme for 2016/17 or 2017/18 for either the design or construction of such measures.

A review of the recorded personal injury collisions on the section of Mid Street from Little Cormongers Farm to the railway line between July 2013 and June 2016 (the latest date for which data is available) has been carried out, and there have been no collisions resulting in personal injury during this period. In view of the collision history and the measured speeds it is likely that Mid Street would be a low priority for the allocation of future funding for speed reducing measures.

Contact Officer: Philippa Gates, Traffic Engineer, South East Area Team, 0300 200 1003

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 23 SEPTEMBER 2016

SUBJECT: Public Question: Undulations on Titsey Hill (east) and hedge cutting and road sweeping in Woldingham

DIVISION: WARLINGHAM



Mr Rodney Fuller asks:

- 1) Whether improvements can be made to reduce the undulations on Titsey Hill on the East side, where large agricultural machinery like tractors are bouncing over them, and which is unsafe?
- 2) When will the hedges be cut on the junction of Church Lane and North Downs Road in Woldingham?
- 3) When are the roads in Woldingham due to be swept?

Response:

- 1) The undulations on Titsey Hill/Titsey Road do not register as a safety defect and cannot be progressed as a safety repair. Signs warning drivers of the uneven road on Titsey Road were erected some time ago, and more recently "600 yards" sign plates were added below each sign to better clarify the extent of the road condition for road users.

The road conditions on Titsey Hill/Titsey Road are similar to those experienced previously on the A22 Godstone By-Pass. Based on the experience of the A22 Godstone By-Pass major scheme, it is likely that a remedial scheme comprising carriageway reconstruction would be required on Titsey Hill/Titsey Road. This work would exceed the budget available to the Local Highway office through the Tandridge Local Committee.

The Local Highway office has therefore asked the Asset Management team to assess Titsey Hill/Titsey Road for a possible future reconstruction/resurfacing scheme. The Local Highway office will provide an update once the outcome of the assessment is known.

- 2) The hedges at the junction of Church Lane and North Downs Road in Woldingham were cut back, in order to improve visibility at this junction, during the week commencing 12th September 2016.
- 3) This question has been put to the District Council and a response will be circulated to Mr Fuller in due course.

Contact Officer: Anne-Marie Hannam, Traffic Engineer, South East Area Team, 0300 200 1003

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 23 SEPTEMBER 2016

SUBJECT: Public Question: Gullies along the A22 in Whyteleafe



DIVISION: CATERHAM VALLEY

Whyteleafe Village Council ask:

Information given to us by John Furey and Highways Officers has confirmed our own evidence that many gullies along and adjoining the A22 in Whyteleafe have not been routinely cleared in over a year and that many remain full and blocked for months on end. The cleaning regime is governed by the categorisation given to each gully as follows:

- High risk: cleaned twice or more within the annual work programme
- Medium risk: cleaned once within the annual work programme
- Low risk: Cleaned once every 2 years

Whyteleafe Village Council would like to know how the categorisation ratings are assessed and assigned to individual gullies/ groups of gullies and how local knowledge is, or can be, part of this categorisation process and that once a risk rating has been assigned what measures are in place to enable the Council to know when a gully has actually been cleared (in accordance with its categorisation)?

Response:

The gully categorisations are assessed using data gained from previous gully cleansing and inspection data. This data was analysed to develop an optimised gully cleansing programme based on levels of risk determined by assessment of need.

Historic silt levels of each gully were added up and divided by the number of cleans to determine an average silt level per gully. These silt levels were then aggregated into their individual roads to calculate an overall silt level percentage per road and used to determine the risk factor of each road i.e. High, Medium or Low.

Every road within Surrey has an associated Surrey Priority Network (SPN) level. The current contractual requirements state that no gully on a road with a SPN level of 1, 2 or 3 (which are the roads within Surrey with the highest priority), shall ever exceed a maximum of 50% silt, at any given time, and any gullies with a SPN level 4 must not exceed 75% silt. Using a simple formula, schedules were built so any roads classified as High risk were scheduled to be cleaned twice per annum. Medium risk roads were scheduled to be cleaned once per annum and Low risk roads cleaned once every 24 months.

The formula analyses the SPN level and average silt percentages to work out each roads relevant risk levels. For roads with SPN4, Low risk is defined as average silt <38%, Medium risk is $\geq 38\%$ and $< 75\%$, and High risk is defined as average silt $\geq 75\%$. For roads with a SPN 1, 2 or 3, average silt levels of $< 25\%$ equates to Low risk, $\geq 25\%$ and $< 50\%$ is Medium risk, and $\geq 50\%$ is High risk.

A two year programme was developed using the above process, clearly showing the risk level cleaning frequencies and also showing the separation of low risk gullies in year one and year two.

Local knowledge can be fed into the above process by the Local Divisional Member submitting a request, with sufficient evidence to support the request for upgrading the risk of a road outside of the above optimisation process, to the Local Highway Officer.

Measures in place to enable the Council to know when a gully has been cleaned within their given risk factor timescales include a programme that is submitted by the contractor at the beginning of the year showing when each risk factor for each ward/parish will be cleaned. Data showing when gullies are cleaned is submitted by the Contractor using a program called Korec, which is a near live information (24Hrs behind at the most) all highways staff can have access to this program and are able to check cleaning progress, weekly meetings with the contractor are also held, and include progress updates giving the contractor the opportunity to flag up any problems/delays.

Also as part of the process to improve the gully cleansing programme, the Local Highway Officers have recently started a new auditing process that gives the Local Area Teams the ability to audit key roads within their own areas. In addition Surrey County Council will carry out joint audits with Contractors once a month, and ways to deter parked vehicles within roads which are scheduled to have their gullies cleaned are also being considered.

Contact Officer: Anne-Marie Hannam, Senior Traffic Engineer, South East Area Team,
0300 200 1003

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (TANDRIDGE)****DATE: 23 SEPTEMBER 2016****SUBJECT: Member Question – Pavement outside Moor House School
Hurst Green****DIVISION: OXTED**

County Councillor for Oxted, Nick Skellett, asks on behalf of Katie Molloy, teacher at Moor House School:

Moor House School provides education to over 100 students and has over 100 staff working there every day. Immediately outside the school there is no pavement or even pathway forcing students and staff to either walk in the road or across a more often than not very marshy piece of land. This road is frequented by lorries and cars not adhering to road speed limits putting our students, some of whom have special physical needs in danger. To prevent accidents from happening and to provide a safe path for the school and the public we would like a clear pathway put in.

Response:

Mill Lane runs in front of Moor House School and is of insufficient width to provide a new footway, therefore a footway would need to be constructed using the existing grass areas either side of Mill Lane. These grass areas are Common Land and a complex legal procedure would need to be undertaken in order to construct a new footway using this land. It is likely that this procedure would require Surrey Highways to provide highway land in exchange for the Common Land that would need to be used to construct a new footway, and unfortunately such highway land is not available. For these reasons there are no current plans to progress a scheme for a new footway outside Moor House School.

Contact Officer: Anne-Marie Hannam, Traffic Engineer, South East Area Team, 0300 200 1003

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 23 SEPTEMBER 2016

SUBJECT: Member Question – Use of Oxted pavements by businesses

DIVISION: OXTED



County Councillor Nick Skellett asks:

Please can Highways clarify the county council's position legally, and the approach that will be taken for shops, businesses or the Oxted Business Improvement District (BID) making requests to use Highways land, such as for displaying goods on the pavement.

Response:

Station Roads East and West are the main shopping streets in Oxted and as such they are heavily used by pedestrians. The footway widths in these roads are not consistent and vary considerably. In some places the highway land, and therefore the footway extends back as far as the shop front, and in some places there are areas of private forecourt between the rear edge of the footway and the shop front.

The legal position is that anything placed on highway land is an unlawful obstruction of the highway. However, Surrey County Council has three corporate goals, one of which is economic prosperity. When carrying out their duties the Local Highway Service is mindful of this goal and seeks to take account of commercial need without compromising safety for highway users. Each case of, for example, goods displayed on the footway will be treated on its own merits. However it is unlikely that Officers would take enforcement action against the business, provided that sufficient space is left for pedestrians including those using pushchairs and wheelchairs and those with impaired vision. However Officers will seek the removal of any unreasonable obstructions from the public highway.

Contact Officer: Philippa Gates, Traffic Engineer, South East Area Team, 0300 200 1003

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The journey to 2018

Page 29

Phil Hutchinson
Head of Strategic Planning



Minute Item 80/16

Agenda

- **Consultation approach**
- **Why the timetable has to change**
- **Proposed timetable - Highlights**



Great Northern

SOUTHERN

ThamesLink/

Consultation approach

**Passenger benefit, increased capacity
Phased consultation approach**



The journey to 2018 - Consultation

- Early start – phased approach
- 3 months – launched mid Sept
- Range of communications channels
- Attendance at Meet the Manager



2018 Thameslink proposals

To ensure a high performing network that meets the needs of passengers, some significant changes to the Thameslink network are proposed from those that have been previously announced



What couldn't change

1. Services to and from **Wimbledon Loop through the Thameslink Core**
2. Services from **Brighton Main Line to Bedford**
3. Services from **Brighton Main Line to East Coast Main Line**
4. Midland Main Line – **6 high speed** paths are required
5. East Coast Main Line – **8 high speed** paths required



What could change

1. Retiming of services
2. Reallocation of stops
3. Changes to linkages north & south of “TL Core”
4. Remapping of services between operators
5. Minor infrastructure enhancements
6. Some additional rolling stock
7. Changes to rolling stock layout NOT Class 700
8. Removal of (GTR) train services where there is no capacity to accommodate them

Proposals should offer value for money and be deliverable



Demand Analysis

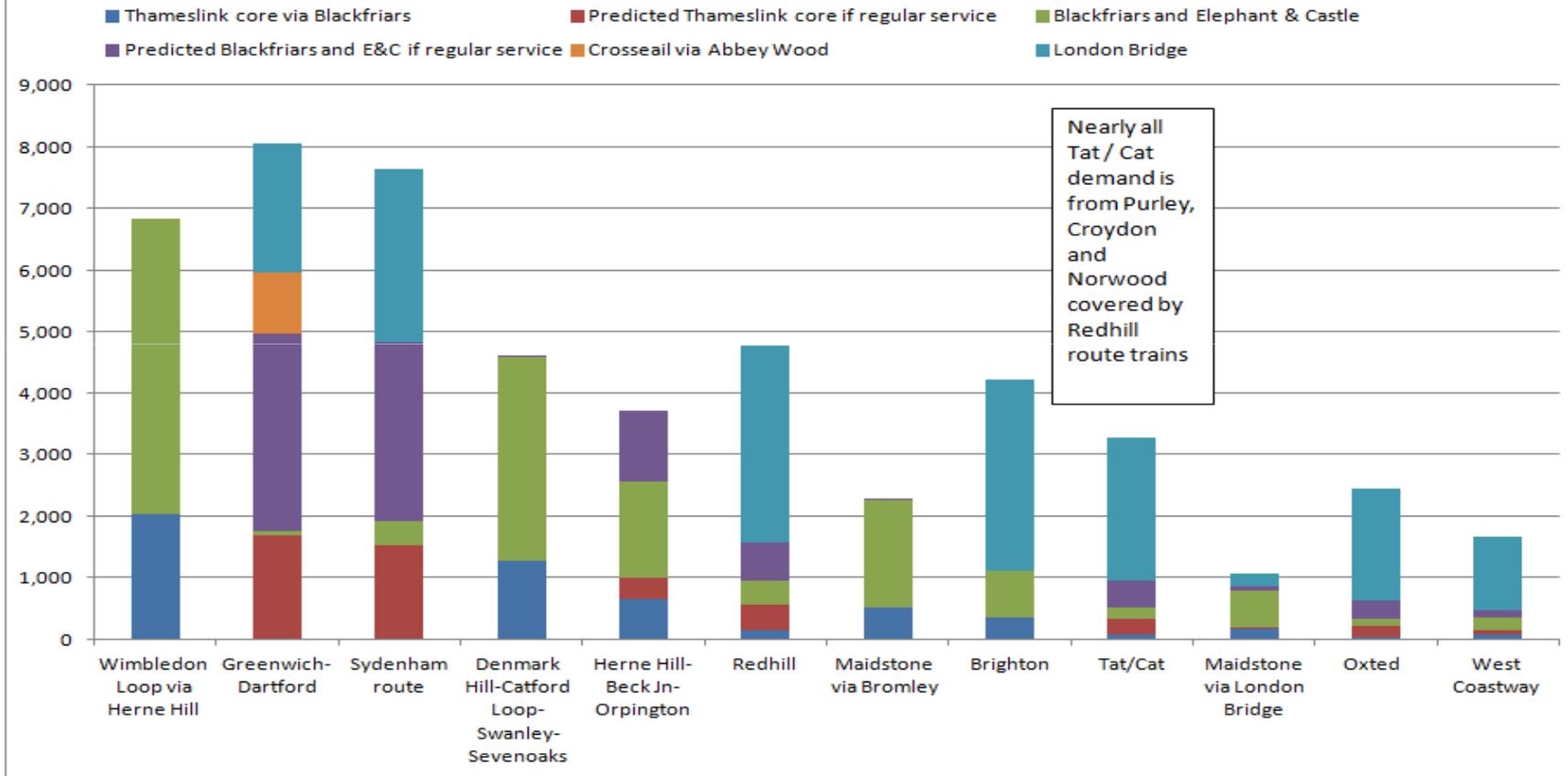
Identifying where passengers travel currently and predicting future flows is key to developing a network that meets this need. This is the first stage in any timetable development



Passenger demand

Routes used in one or more options

Ranked greatest high peak demand to the Thameslink core beyond the last station non Thameslink trains can serve, i.e. via Elephant & Castle includes demand to City Thameslink, Farringdon and St Pancras as non Thameslink



Base Timetable – 4tph from Kent

Base 4tph Kent					
Route	From	To	via	Formation	Operation
Sussex	Wimbledon	Luton	E&C	8	AD
Sussex	Wimbledon	Luton	E&C	8	AD
Kent	Sevenoaks	St Albans	E&C	8	AD
Kent	Maidstone East	St Albans	E&C	8	PO
Sussex	Brighton	Cambridge	LB	12	AD
Sussex	Brighton	Bedford	LB	12	AD
Sussex	Three Bridges	Bedford	LB	12	AD
Sussex	Horsham	Peterborough	LB	12	AD
Sussex	East Grinstead	Bedford	LB	12	PO
Sussex	Littlehampton	Bedford	LB	12	PO
Sussex	Tattenham Corner	Cambridge	LB	8	AD
Sussex	Caterham	Welwyn	LB	8	PO

Thameslink Sussex routes identified for review

Route Description	Current Destination Route	Retain	Via LB	8 or 12	All Day / Peak	Replacement service
METRO						
Wimbledon Loop	MML	Y	N	8	AD	N/A
Tattenham Corner	ECML	N	Y	8	AD	10-car combined service between London Bridge and Purley dividing 5-cars to Caterham and 5-cars to Tattenham Corner
Caterham	ECML	N	Y	8	PO	
MAINLINE						
Littlehampton via Hove	MML	N	Y	12	PO	12-car Class 377 service between Littlehampton and London Bridge
Brighton	MML / ECML	Y	Y	12	AD	N/A
Three Bridges via Redhill	MML	Y	Y	12	AD	N/A
Horsham	ECML	Y	Y	12	AD	N/A
East Grinstead	MML	Y	Y	12	PO	N/A

Thameslink Kent routes identified for review

Description	Develop	Via London Bridge	Route TIS Cleared	8 or 12	All Day / Peak
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METRO

Dartford via Bexleyheath	N	N/A	Y	8	PO
Orpington via Herne Hill	Y	E&C	Y	8	PO
Hayes	N	N/A	Y	12	PO
Orpington via Catford	Y	E&C	Y	8	PO
Orpington / Sevenoaks via Grove Park	N	N/A	Y	12	PO
Sevenoaks via Catford	C	E&C	Y	8	AD
Dartford via Sidcup	N	N/A	Y	12	PO
Dartford via Charlton and Lewisham	N	N/A	Y	12	PO
Dartford via Greenwich	Y	LB	Y	8 or 12	AD

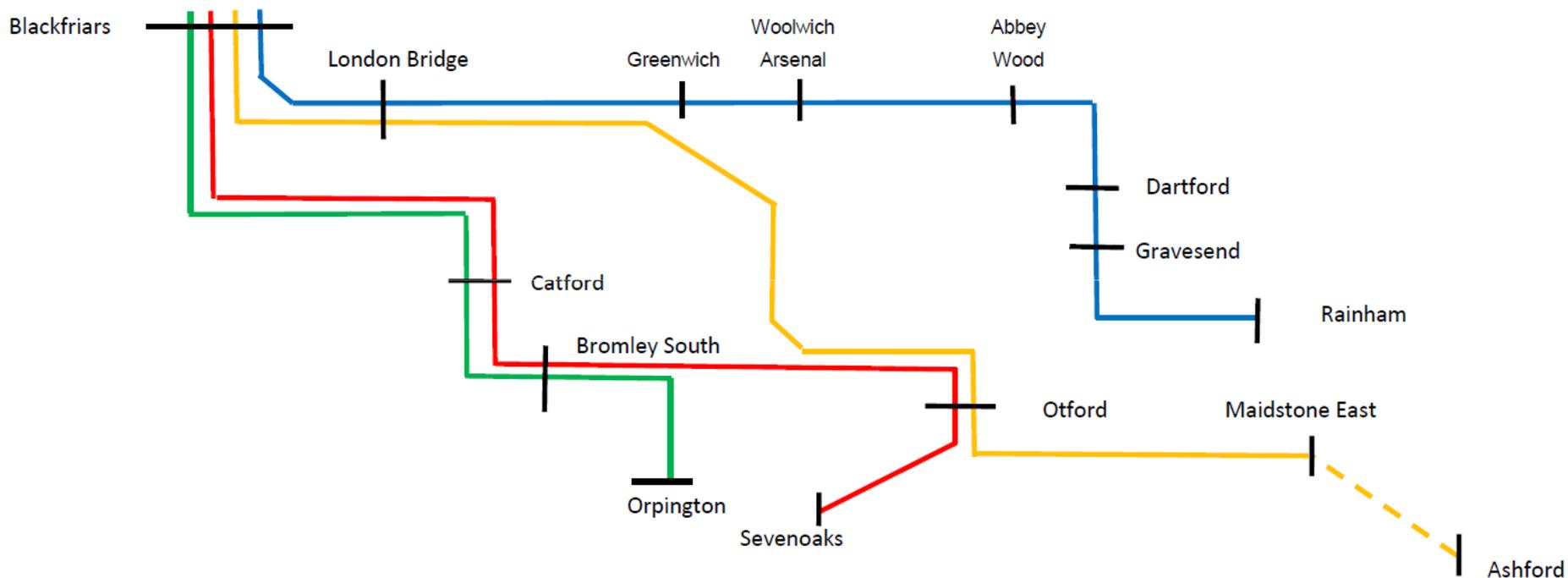
MAINLINE

Hastings to London	N	N/A	To TBW	12	PO
Chatham to London	N	N/A	To RCH	12	PO
South East Mainline via Tonbridge	N	N/A	Y	12	PO
Maidstone East	Y	E&C or LB	Y	8	AD or PO



2018 Timetable: Proposed Kent routes

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Great Northern

SOUTHERN

ThamesLink/

2018 Timetable: 8tph option from Kent

8tph Kent					
Route	From	To	via	Formation	Operation
Sussex	Wimbledon	St Albans	E&C	8	AD
Sussex	Wimbledon	St Albans	E&C	8	AD
Kent	Sevenoaks	Welwyn GC	E&C	8	PO
		Blackfriars			OP
Kent	(Ashford) Maidstone East	Cambridge	LB	8	AD
Sussex	Brighton	Cambridge North	LB	12	AD
Sussex	Brighton	Bedford	LB	12	AD
Sussex	Three Bridges / Gatwick	Bedford	LB	12	AD
Sussex	Horsham	Peterborough	LB	12	AD
Sussex	East Grinstead	Bedford	LB	8 or 12	PO
Kent	Orpington via Catford	WHT / Luton	E&C	8	AD
Kent	Medway via Greenwich	Luton	LB	8 or 12	AD
Sussex	Littlehampton	Bedford	LB	12	PO

Facilitates reduction of 2tph via Windmill Bridge

Southwark Reversible and Line 4 infrastructure (not used in current plan) will be utilised as originally intended.

Divert Maidstone East services via London Bridge. Improves journey times and creates new journey opportunities

Potential for train lengthening of Medway services to Luton without changes to train service or infrastructure (except stabling)

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Summary of Kent options and recommendation

6tph

- Fails to resolve capacity issue at Windmill Bridge Junction therefore not considered suitable for further development

8tph

- Improves capacity issue at Windmill Bridge Junction
- Southwark Reversible and Line 4 infrastructure (not used in current plan) will be utilised as originally intended
- Allows potential for future train lengthening (Brent Cross / Luton Airport) without changes to train service or infrastructure (except stabling) as Medway via Greenwich route cleared for 12 car operation
- Divert Maidstone East services via London Bridge. Improves journey times and creates new journey opportunities
- Mitigates issues on East Coast Main Line by allowing flexible north to south links

10tph

- Reduction of Cannon Street services (already reduced from 25tph to 22tph) to less than 22tph
- Reduction of Thameslink trains via London Bridge to 14tph, increasing E&C to 10tph compromising the established business case
- Imports significant issues into London Bridge Low Level
- Too much conventional rolling stock required to back fill the loss of Class 700 units from Sussex



Great Northern

SOUTHERN

ThamesLink/

South London Metro and Mainline

Significant proposals to redesign the Southern network aimed at improving the network



Southern South London Metro and Mainline: Simplification

Complex array of routes and frequencies exist serving multiple markets

Poor performance impacts wider Network, via interworking of crews and units with Southern Mainline

10-car metro introduced on multiple routes in 2013 to deliver capacity but flexibility has reduced

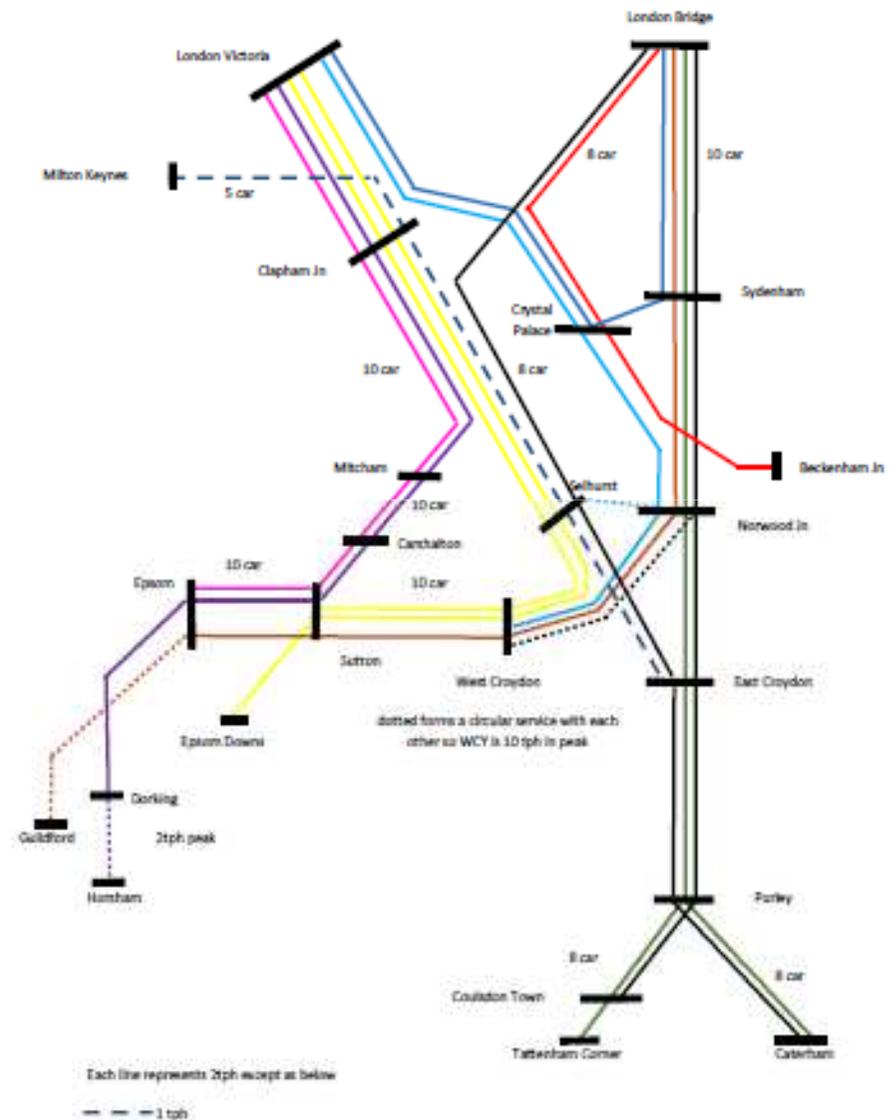
Systematic review across the South London Metro area required which should include:

1. Analysis of capacity and demand
2. Review of sectional running times and junction margins
3. Enhanced dwell times at key stations
4. Increased turnaround times at suburban stations
5. Simplified workings at terminal stations maximise 10-cars on capable routes
6. Potential additional resources required

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Complete review and recast involving the following services:

- London Bridge to West Croydon via Tulse Hill
- London Bridge to Beckenham Junction
- Victoria to London Bridge via Crystal Palace
- Caterham and Tattenham Corner routes
- Dorking / Epsom / Sutton routes

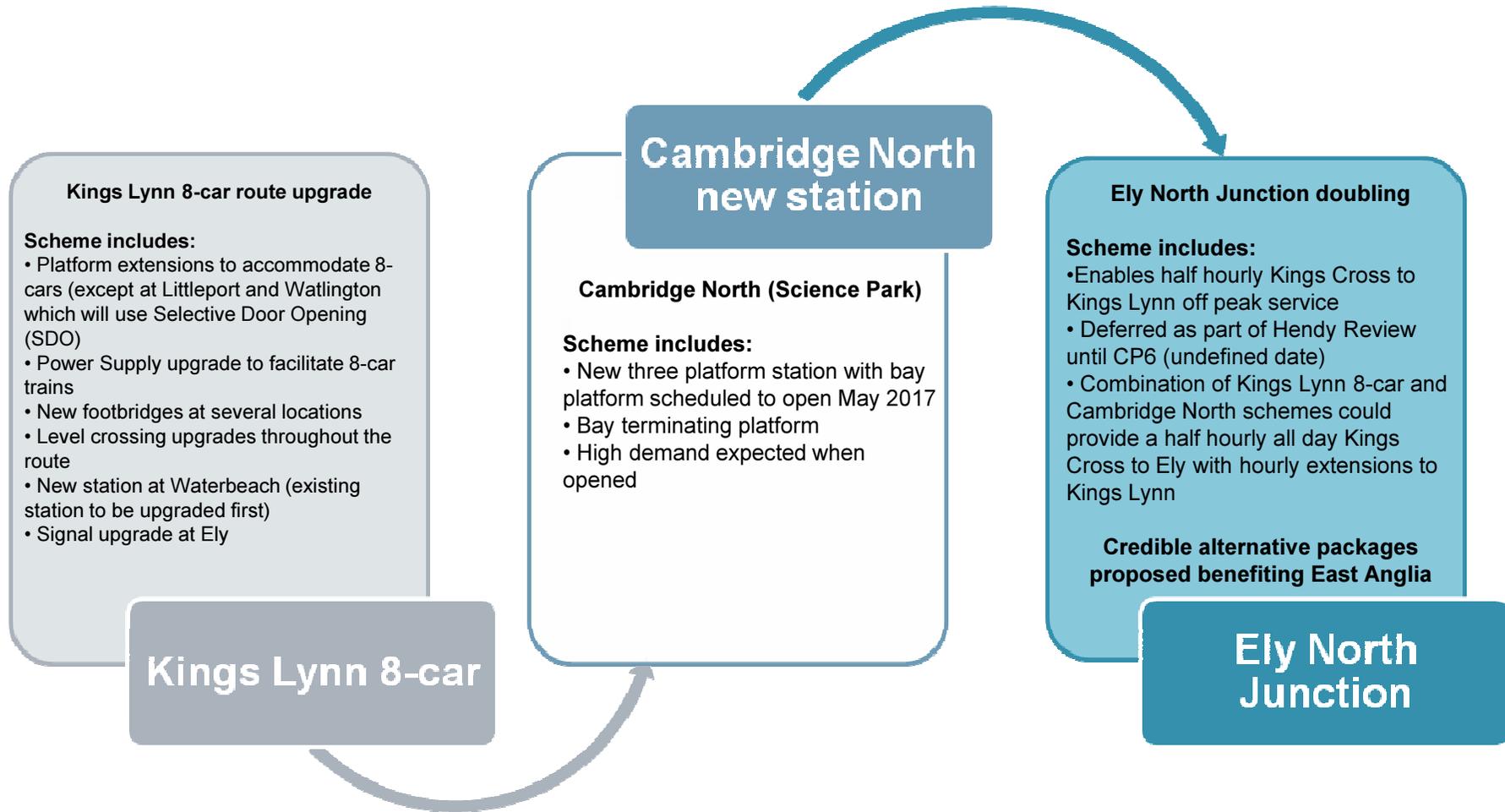


Great Northern

Improved service frequency and increased capacity addressing current overcrowding



East Anglia Regional Development Strategy



The journey to 2018 – Great Northern

Great Northern Metro:

- 4tph Moorgate to Welwyn Garden City all day, every day
- 4tph Moorgate to Hertford North all day, every day
- 2tph Moorgate to Stevenage all day, every day
- Peak additional:
- 4tph Moorgate to Gordon Hill
- This means 14tph to and from Moorgate in high peak, 12tph during shoulder peaks and 8tph at all other times using 6 car Class 717

Great Northern Mainline:

- London Kings Cross to Kings Lynn
- London Kings Cross to Peterborough (peak only)
- London Kings Cross to Royston (peak proposed)



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