

Agenda

Tandridge
Local Committee

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

Discussion

- Public Footpath No.381, Lingfield Station- Proposed Diversion.
- Highways Forward Programme 2018/19
- Community Safety Funding update



Venue

Location: Council Chamber,
Tandridge District
Council Offices, Station
Road East, Oxted, RH8
0BT

Date: Friday, 8 December 2017

Time: 10.15 am



SURREY

Get involved

You can get involved in the following ways

Ask a question

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

Write a question

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

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

Sign a petition

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



Attending the Local Committee meeting

Your Partnership officer is here to help.

Email: sarah.woodworth@surreycc.gov.uk

Tel: 01737737422 (text or phone)

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



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This is a meeting in public.

Please contact **Sarah Woodworth, Partnership Committee Officer** using the above contact details:

- If you would like a copy of this agenda or the attached papers in another format, e.g. large print, Braille, or another language
- If you would like to attend and you have any **additional needs, e.g. access or hearing loop**
- If you would like to talk about something in today's meeting or have a local initiative or concern.



Surrey County Council Appointed Members

Mr David Hodge CBE, Warlingham
Mr Chris Botten, Caterham on the Hill
Mr David Lee, Caterham Valley
Mrs Lesley Steeds, Lingfield
Mrs Rose Thorn, Godstone
Mr Cameron McIntosh, Oxted

Borough Council Appointed Members

Mr Pat Cannon, Chaldon
Mr Michael Cooper, Harestone
Mr Martin Fisher, Oxted North and Tandridge
Mr Nick Childs, Godstone
Mrs Maureen Young, Dormansland and Felcourt
Mr Simon Morrow, Warlingham East, Chelsham, Farleigh

Acting Chief Executive
Julie Fisher

MOBILE TECHNOLOGY AND FILMING – ACCEPTABLE USE

Those attending for the purpose of reporting on the meeting may use social media or mobile devices in silent mode to send electronic messages about the progress of the public parts of the meeting.

Anyone is permitted to film, record or take photographs at council meetings. Please liaise with the council officer listed in the agenda prior to the start of the meeting so that those attending the meeting can be made aware of any filming taking place.

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It is requested that if you are not using your mobile device for any of the activities outlined above, it be switched off or placed in silent mode during the meeting to prevent interruptions and interference with PA and Induction Loop systems.

Thank you for your co-operation

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

If you have any queries regarding this, please contact the representative of the Community Partnerships and Safety Team at the meeting.

1 APOLOGIES FOR ABSENCE

To receive any apologies.

2 MINUTES OF PREVIOUS MEETING

(Pages 1 - 10)

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

3 DECLARATIONS OF INTEREST

All Members present are required to declare, at this point in the meeting or as soon as possible thereafter:

- (i) Any disclosable pecuniary interests and / or
- (ii) Other interests arising under the Code of Conduct in respect of any item(s) of business being considered at this meeting

Notes:

- Members are reminded that they must not participate in any item where they have a disclosable pecuniary interest
- As well as an interest of the Member, this includes any interest, of which the Member is aware, that relates to the Member's spouse or civil partner (or any person with whom the Member is living as a spouse or civil partner)
- Members with a significant personal interest may participate in the discussion and vote on that matter unless that interest could be reasonably regarded as prejudicial.

4 PETITIONS

To receive any petitions in accordance with Standing Order 68. Notice should be given in writing or by email to the Community Partnership and Committee Officer at least 14 days before the meeting. Alternatively, the petition can be submitted on-line through Surrey County Council's e-petitions website as long as the minimum number of signatures (30) has been reached 14 days before the meeting.

5 FORMAL PUBLIC QUESTIONS

To answer any questions from residents or businesses within the Tandridge District area in accordance with Standing Order 69. Notice should be given in writing or by email to the Community Partnership and Committee Officer by 12 noon four working days before the meeting.

6 MEMBERS QUESTIONS

To receive any written questions from Members under Standing Order 47. Notice should be given in writing to the Community Partnership and Committee Officer of formal questions by 12.00 noon four working days before the meeting.

- 7 DECISION TRACKER (FOR INFORMATION)** (Pages 11 - 14)
- This document provides an update on progress on issues arising from public questions and petitions.
- (Report attached).*
- 8 PUBLIC FOOTPATH NO.381, LINGFIELD - PROPOSED DIVERSION (OTHER COUNTY COUNCIL FUNCTIONS)** (Pages 15 - 42)
- A second application from Network Rail to divert Public Footpath No. 381 at Lingfield Station away from the level crossing on safety grounds. This second application seeks to divert onto a new footbridge under section 119a of the Highways Act 1980. This report seeks a decision on whether to make a legal order to divert the footpath.
- (Report and 2 annexes attached)*
- 9 HIGHWAYS FORWARD PROGRAMME FOR 2018/19- 2019/20 (EXECUTIVE FUNCTION)** (Pages 43 - 50)
- This report seeks approval of a programme of highway works for Tandridge funded from the Local Committee's delegated revenue budget.
- (Report and annex attached).*
- 10 HIGHWAYS SCHEMES 2017/18 UPDATE (SERVICE MONITORING AND ISSUES OF LOCAL CONCERN)** (Pages 51 - 64)
- This report summarises progress with the Local Committee's programme of Highways works for the current financial year 2017/18. It also provides information on the major scheme projects and centrally funded maintenance schemes.
- (Report and annex attached).*
- 11 ON-STREET PARKING ENFORCEMENT UPDATE (SERVICE MONITORING AND ISSUES OF LOCAL CONCERN)** (Pages 65 - 78)
- Local Committees are responsible for agreeing on-street parking restrictions as part of the parking review process. Committees have a scrutiny role in the enforcement operation and a share of any surplus income generated.
- This report sets out the background for these arrangements and provides an update on the enforcement operation in Tandridge.
- (Report and 2 annexes attached).*
- 12 COMMUNITY SAFETY FUNDING UPDATE (SERVICE MONITORING AND ISSUES OF LOCAL CONCERN)** (Pages 79 - 84)
- The Local Committee has a delegated budget of £3,000 for community safety projects. This report provides an update on a project which took place in the summer of 2017 and information on the successful funding bids and how the money has been allocated for 2017/18.
- (Report attached).*

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DRAFT

Minutes of the meeting of the
Tandridge LOCAL COMMITTEE
 held at 10.15 am on 22 September 2017
 at Council Chamber, Tandridge District Council Offices, Station Road East,
 Oxted, RH8 0BT.

Surrey County Council Members:

- * Mr David Hodge CBE
- * Mr Chris Botten
- Mr David Lee
- * Mrs Lesley Steeds
- * Mrs Rose Thorn
- * Mr Cameron McIntosh

Borough / District Members:

- * Mr Pat Cannon
- Mr Michael Cooper
- * Mr Martin Fisher
- * Mr Nick Childs
- * Mrs Maureen Young
- * Mr Simon Morrow

* In attendance

126/17 APOLOGIES FOR ABSENCE [Item 1]

Apologies were received from Mr David Lee.

127/17 MINUTES OF PREVIOUS MEETING [Item 2]

The minutes from the previous meeting on 23 June 2017 were agreed as a true record and signed by the Chairman.

In reference to 117/17 the Chairman wished for an update on HGV traffic for Chalkpit Quarry. Cllr Fisher advised that Highways recognised that lorries cannot physically pass at points on the road as too narrow. He argued that more lorries equates to a higher probability of them having to pass each other, with concerns over the route the lorries use to get to the quarry. Cllr Fisher welcomed a meeting with the Environment Agency.

128/17 DECLARATIONS OF INTEREST [Item 3]

Mr Chris Botten, declared a personal interest in Item 8, Burstow School as he is Chair of Governors. Mr Botten did not consider this to be a prejudicial interest.

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129/17 PETITIONS [Item 4]

No petitions had been received.

130/17 FORMAL PUBLIC QUESTIONS [Item 5]

One public question had been received. The response was provided in the supplementary papers.

Mr Lemanski did not attend the meeting and did not submit a supplementary question.

131/17 MEMBERS QUESTIONS [Item 6]

One Member Question was formally submitted.

Cllr Simon Morrow raised a question regarding the condition of the pavement in Farleigh Road Warlingham. He thanked Officers for their response but asked if this will be done in the foreseeable future? The Area Highways Manager advised that there are more requests than funding available, and pavements have been added to the Horizon programme for next year but future programmes not yet set. Pavements will still be inspected and will have safety defects fixed until funding becomes available. Divisional Member Mr David Hodge agreed with the Highways Manager advising that Surrey must make savings. He is pushing for Government to use the volume and usage figures when allocating budgets as he feels Surrey have been allocated £8m less using the current formula. Mr Hodge urges all Surrey residents to write to their MP for fairer funding for Surrey.

132/17 TANDRIDGE PARKING REVIEW (EXECUTIVE FUNCTION FOR DECISION) [Item 7]

Declarations of Interest: None

Officer attending: David Curl, Parking Strategy and Implementation Manager

Petition, Public Questions, Statements: None

The Officer presented the report, drawing the committee's attention to the revised recommendations and additional annex tabled at the meeting. He informed the Committee that the report also contained the temporary parking restrictions for Oxted centre whilst Ellice Road car park works take place to absorb the extra car parking.

The Officer advised the consultation for the proposals would take place in December 2017/January 2018 and the responses would be collated and agreed with the County Councillor.

The recommendations published with the agenda have been revised. Recommendation vi in the agenda has been withdrawn due to the funding no longer being required, as the cost can be spread over 2 financial years. Recommendation i) was amended to allow for the inclusion of Chelsham Road, as per the tabled papers.

Members Discussion – Key Points

- In reference to Harrow Road, Warlingham, it was asked why the restriction was only on one side of the road. The Officer advised that it allows for two way traffic, if a restriction is put in on the footway side it forces drivers to park on the other side which should keep the footway clear. The Divisional Member added that Harrow Road is linked with Chelsham Common, Warlingham as the Management Committee on the Great Park estate do not allow for vans to be parked overnight forcing owners to park on the road. The footpath has recently been redone and needs to be clear for residents' safety. The Divisional Member asked if the District could do anything to stop new residential housing developments imposing restrictions for parking vans overnight as it puts issues on to the public highway. Cllr Martin Fisher confirmed he would take the concerns back to Tandridge District Council planning and would be happy to facilitate a meeting between Highways at SCC and Planning at TDC.
- A question regarding the timing of the consultation in the Oxted area was raised as Ellice road car park improvements are planned to commence in the Spring. The Officer advised that the changes should be straightforward to implement and was confident of meeting the car park timetable, it would not be necessary to come back to Committee for changes as the proposed recommendations allow for this. Surrey County Council and Tandridge District Council would work closely together to ensure the temporary restrictions are removed as soon as the car park becomes available. Cllr Fisher stated that the committee fully supported the officer in terms of making any necessary changes to parking restrictions in Oxted that were needed as a result of the car park work.
- A Member raised concerns for residents in Amy Road, due to the garage parking cars along the road. The Officer advised that if there was demonstrated support for a permit parking scheme by residents in Amy, Ellice and Beatrice Roads, proposals could be developed to be included in the December 2018 parking review or in conjunction with the Ellice Road carpark work Depending on its progress.
- The Chairman thanked David Curl and his team for their hard work on behalf of the Committee.

Resolution

The Local Committee (TANDRIDGE):

- AGREED the proposed changes to parking and waiting restrictions as shown in the **revised Annex 1**, in Annex 2, in paragraph 3.9 **and the additional proposal for Chelsham Road, Warlingham as tabled at the meeting.**
- AGREED that 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 that the intention of the County Council to make Traffic Regulation Orders (TROs) 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 that 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 that if necessary the Parking Team Manager will report the objections back to the local committee for resolution.
- vi) **Recommendation withdrawn**

Annex A- Revised recommendations

Annex B - Drawing for Chelsham Rd, Chelsham Com, Harrow Rd, Ledgers Rd Warlingham

**133/17 ROAD SAFETY OUTSIDE SCHOOLS - BURSTOW PRIMARY SCHOOL
(EXECUTIVE FUNCTION FOR DECISION) [Item 8]**

Declarations of Interest: Mr Chris Botten declared a personal but not prejudicial interest as Chair of Governors of Burstow Primary School.

Officer attending: Rebecca Harrison, Safer Travel Team Manager.

Petition, Public Questions, Statements: None

The Officer introduced and highlighted a number of key points from the report to address local concerns around road safety around Burstow Primary School.

Members Discussion – Key Points

- Mr David Hodge was happy to support the recommendations but proposed to add to an amendment to recommendation iii. This was seconded by Cllr Martin Fisher.
- There was some discussion about whether or not funds raised from development in the district could be put towards this project.
- As Chair of Governors of the primary school, Mr Chris Botten thanked the team for their support and added that the school feel supported on this matter.
- A Member raised his concerns that St Peter and St Pauls school on Rook Lane in Chaldon is equally dangerous but the speed survey was pulled. The Area Highways Manager advised that she appreciated the Members concerns and referred the Committee to Annex 1 of the Highways update report (Item 9) which noted the use of section 106 money from the Oaklands Hospital site development.

The Local Committee (Tandridge):

- (i) NOTED the contents of the report;
- (ii) AGREED that the measures set out in paragraph 3.1 of this report be added to the list of possible future highway improvements in Tandridge for prioritisation and consideration for future Local Committee funding;
- (iii) SUPPORTED the proposal that external funding may be sought for the proposed highway improvements, for example via a bid to Tandridge District Council for Community Infrastructure Levy funding; **as and when CIL is available from local new housing** and;
- (iv) AGREED that the Safer Travel Team work with Burstow Primary to take up more of the road safety education and training activities offered by the county council.

134/17 HIGHWAYS SCHEMES 2017/18 UPDATE (SERVICE MONITORING AND ISSUES OF LOCAL CONCERN) [Item 9]

Declarations of Interest: None

Officer attending: Zena Curry, Area Highways Manager

Petition, Public Questions, Statements: None

The Area Highways Manager, advised that as the £2,500 allocated within the Highways budget for the parking review was no longer required, as per Item 7, this money could be reallocated to another scheme.

Members Discussion – Key Points

- In order to permit the £2500 allocated to the parking review to be vired to another scheme, the Chairman Mrs Lesley Steeds proposed a new recommendation. This was seconded by Mrs Rose Thorn.
- Mr Chris Botten asked if the crossing on Banstead Road was not feasible that the funding be diverted to consider a crossing on Rook Lane. The Officer confirmed that the design is nearly complete and should be with the Divisional Member for consideration very shortly.
- It was asked if the Local Committee budget is only for ITS schemes. The Area Highways Manager confirmed that the Capital funding this year is £36,000, in previous years half would be for LSR eg resurfacing, however this year all funding is for Capital ITS improvement schemes.
- Mrs Rose Thorn advised that Mr Cameron McIntosh had used his funding for sign cleaning on the A25 and that Mrs Lesley Steeds and herself would be using part of their funding to do the same on the A22. The Officer provided clarity for the Minor Maintenance fund, explaining that the £30,000 is divided between the six divisions and can be apportioned to revenue maintenance, eg sign cleaning, cutting back. This fund is different to the Members Allocation fund which is

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administered by the Community Partnership team which is for community groups to apply for.

- Mr David Hodge referred to Farleigh Road/Harrow Road, Warlingham asking to see the design so he could advise his District Councillors. The Area Highways Manager advised that the design was not back from stage 3 audit but as soon as it is received it would be forwarded on to the Divisional Member.

Resolution

The Local Committee (Tandridge)

- i) NOTED the contents of this report.
- ii) **DELEGATED the virement of the £2500 allocated to the parking review, to the Local Committee Chairman and Vice-Chairman, in consultation with the Area Highways Manager.**

135/17 UPDATE - FLOOD ALLEVIATION SCHEMES IN TANDRIDGE (SERVICE MONITORING AND ISSUES OF LOCAL CONCERN) [Item 10]

Declarations of Interest: None

Officer attending: Tor Peebles, Flood Risk Management Strategy and Partnership Team Leader

Petition, Public Questions, Statements: None

The Officer highlighted several key areas in the report to the Committee. He advised the Caterham on the Hill feasibility study is still in draft but would be circulated to Members when available. The proposals to reduce the risk of flooding to 50 from 186 properties.

Tandridge District Council have requested a catchment study to bring out a suite of maintenance measures and conversations with planners. This will look to include more robust polices regarding surface water flooding in the local plan. The two Councils will meet to develop in more detail.

The Officer welcomed Member questions and comments on the report.

Members Discussion – Key Points

- Questions were raised as to if there are seven separate options for Caterham or the same one with slight variations, and how can we be reassured that the option is the right one? The Officer advised that the options will not completely solve the issue but it will alleviate the issue to 50 properties and reduce risk. They may go with 4 of the options, but there is likely to be some gaps.
- Mr Chris Botten and Mr David Hodge requested to see the report and the plans as would be able to offer historical local knowledge which maybe helpful.
- It was questioned why there was no reference to Warlingham, Caterham and Whyteleafe and requested an update on these at the next meeting. It was confirmed that Cabinet would be looking at how we fund flooding issues at the end of October. Stressing the

importance of preventative methods. Surrey need to ensure ditches are clear and drains are good enough. Drainage needs to be addressed at the planning stage.

- It was suggested that grey water recovery could be considered with new housing. The Officer advised that land owners have a duty to keep the watercourses clear. All authorities have the power to carry out maintenance and SCC have power to enforce.
- There was a discussion around encouraging Tandridge residents to use waterbutts and there was a suggested that TDC do this again through their magazine.
- It was requested that the Committee have a report/updated list on the wetspots in Tandridge and how they are maintained. It was confirmed that this would be added to a future meeting and the list would be circulated to Members.
- The Chair thanked the Officer for attending and thanks to his team for their work on flooding.

**136/17 ANNUAL PERFORMANCE REPORT 2016/17 - SURREY FIRE AND RESCUE (SERVICE MONITORING AND ISSUES OF LOCAL CONCERN)
[Item 11]**

Declarations of Interest: None

Officer attending: Stuart De Fraine Ford, Assistant Group Commander

Petition, Public Questions, Statements: None

The Officer presented the report highlighting several key points. Since submitting the report for the agenda the national co-responding trial has been put on hold.

In reference to the statistics on vehicle fires, the Assistant Group Commander noted a recent arrest, following which the number of vehicle fires has reduced.

SFRS achieve 70% of critical calls within the target response time. Reasons for not meeting this target are predominately due to the location of the stations to reach all areas of the District and the closure of the A22 which affected Godstone Station. The Officer reiterated that no fire station has closed in Tandridge, however due to location of the population, fire stations are in more urban areas. There has been difficulties in reaching the north corner, such as Warlingham, however the London Fire Brigade are able to assist sending crews from Biggin Hill or Purley Stations.

Members Discussion – Key Points

- Members of the Committee thanked the Officer and the Fire and Rescue service for all the work they do, they are a credit to Surrey. Concerns were raised in relation to the Fire and Rescue Service transferring to the Police as it might not be right for residents.
- It was asked if the Officer was aware of any buildings in the District where there may be a fire risk, for example cladding on the building and can Surrey Fire and Rescue Service carry out a fire risk assessment on District buildings? The Officer advised that is the

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responsibility of the building owner to carry out the necessary building checks to ensure it meets the regulations. However after the Grenfell fire in June 2017 the CEO at Surrey requested that the Fire Service visited any high rise buildings to inspect and offer advice. The Officer confirmed that no serious issues have arisen to date in Surrey. The Officer advised that the District should liaise with the owners on the risk assessments and the SFRS do have a Risk Manager who can provide advice where necessary.

- Members expressed their disappointment to hear that the co-response trial has closed as it saw the benefits for residents. The Committee raised concerns about the current funding and cuts since 2014 and assured the Officer that Members would try to get fairer funding for Surrey.
- It was raised about the importance of building owners and management committees ensuring the fire risk assessments are completed and up to date, failure to do so would mean invalidating buildings insurance.
- Mr David Hodge wished to add how SCC have made investments to the Fire and Rescue Service. The Fire and Rescue Service attend more Road Traffic Incidents than fires so investment has been made in vehicles and equipment to assist firefighters with this. In the Grenfell fire, SFRS were on the scene in 32 minutes and had the necessary equipment, which appliances from other areas did not have to support the incident. There are also two new fire stations in Surrey in Woking and Guildford.
- The Chairman thanked the Officer for attending and for the work the Fire and Rescue Service do for Surrey residents.

Resolution

The Local Committee (Tandridge):

- RECOGNISED the achievements of SFRS teams both within Tandridge and across the County this year, support their commitment in further identifying and improving initiatives to reduce risk and make the District of Tandridge safer especially for those more vulnerable within the community.
- RECOGNISED the standard achieved in District Key Performance Indicators (Annex 1).

137/17 DECISION TRACKER (FOR INFORMATION) [Item 12]

Declarations of Interest: None

Officer attending: Sarah Woodworth, Partnership Committee Officer

Petition, Public Questions, Statements: None

The Chairman introduced the item explaining that this would be a public document that would track actions agreed by the Committee which would not be captured in recommendations of reports. For example actions arising from petitions or public questions.

Members Discussion – Key Points

- Cllr Fisher referred to the public question from the meeting on the 11 December 2015 regarding the request for a crossing on Banstead road near Le Personne. He advised the Chair of Trustees had not been consulted to date. The Area Highways Manager advised that she would contact the Chair of Trustees.

Meeting ended at: 12.25pm

Chairman

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Local Committee Decision Tracker

This tracker monitors progress against the decisions that the Local Committee has made. It is updated before each committee meeting. (Update provided at 29/11/17).

- Decisions will be marked as 'open', where work to implement the decision is ongoing.
- When decisions are reported to the committee as complete, they will also be marked as 'closed'. The Committee will then be asked to agree to remove these items from the tracker.
- Decisions may also be 'closed' if further progress is not possible at this time, even though the action is not yet complete. An explanation will be included in the comment section. In this case, the action will stay on the tracker unless the Committee decides to remove it.

Meeting Date	Item	Decision	Status (Open / Closed)	Officer	Comment or Update
11 Dec 2015	5	<p>Public Questions – Question 1 Residents at Le Personne requested a crossing point on Banstead Road, and could section 106 money be used. The Committee agreed Highways would discuss with the divisional Member and if appropriate when costings established write a letter to Tesco to ask if they could contribute. SCC could also ask the Parish and District Councils to do the same to strengthen the request.</p>	Open	Area Highway Manager	<p>A meeting was held with the divisional Member to look at a number of locations where improvements to pedestrian crossing facilities have been requested. Following this meeting the provision of a pedestrian crossing facility in Banstead Road has been designed and the divisional Member and District Councillor consulted on the proposed crossing. An application for a release of some of the S106 funding was submitted to Tandridge District Council on 5th October 2017, however confirmation of the release of the funding for this scheme has not been received. Once this confirmation has been received the scheme will be progressed.</p> <p>Any S106 funding remaining following completion of the above works could be used to meet a request from Chaldon Village Council to further investigate the feasibility of providing measures to assist pedestrians in Rook Lane near Chaldon Common Road, subject to the agreement of Tandridge District Council.</p>

23 September 2016	6	Member question – speeds on Woodhurst Lane, Oxted Chairman requested consideration be given to Woodhurst Lane for future scheme in 2017-18	Open	Area Highway Manager	It was proposed to carry out a speed survey in Spring 2017. Unfortunately the available funding for speed surveys in 2017/18 is less than anticipated. This survey has been added to the speed survey request log and will be carried out in 2018/19.
3 March 2017	5	Public Question: Kings Cross Lane, South Nutfield The committee agreed to undertake a speed survey and report the results to the Chairman, Vice-Chairman and Divisional Member	Open	Area Highway Manager	A speed survey has been carried. The results will be discussed with the Chairman and Divisional Member.
23 June 2017	5	Public Question: Volume of HGVs at Chalkpit Quarry, Oxted The committee agreed to write to the Cabinet Member for Highways and to the Environment Agency, to express the local concerns, and to request a Minister from DEFRA attends a meeting on-site.	Open	Partnership Lead	The County Planning Authority are in ongoing dialogue with the applicant with regards to the current planning application which is for a review of modern conditions for Oxted Chalkpit. The County Planning Authority requested further information from the applicant which is still awaited, and have agreed an undertaking to carry out some further analysis with regards to traffic movements associated with Oxted Chalkpit.
22 Sept 2017	7	Tandridge Parking Review The Committee agreed the proposed parking changes in the report Annex.	Open	Parking Manager	Regular updates on parking can be found on Surrey Website. https://www.surreycc.gov.uk/roads-and-transport/parking/local-parking-news-and-updates/parking-news-and-updates-in-tandridge/tandridge-2017-parking-review

22 Sept 2017	8	<p>Road Safety outside of Schools- Burstow Primary School.</p> <p>The Committee agreed that the scheme would be added to the list of possible future highway improvements for prioritisation and consideration for future funding.</p> <p>The Safer Travel Team will work with Burstow School to take up more of the road safety education and training activities.</p>	Open	Area Highways Manager/ Safer Travel Team Manager	<p>For decision in Item 9 of the Committee report, to extend 20mph west zone west to include entrance to Centenary hall.</p> <p>The bid to the Tandridge District Community Infrastructure Levy (CIL) Fund to upgrade of existing crossing location was not successful.</p>

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 8 DECEMBER 2017



**LEAD OFFICER: CLAIRE SAUNDERS
SENIOR COUNTRYSIDE ACCESS OFFICER**

**SUBJECT: PUBLIC FOOTPATH No.381, LINGFIELD – PROPOSED
DIVERSION**

DIVISION: LINGFIELD

SUMMARY OF ISSUE:

A second application has been received from Network Rail to divert Public Footpath No. 381 at Lingfield Station away from the level crossing on safety grounds. Members may recall considering a previous application in December 2016 to divert the footpath onto the existing station footbridge. This second application seeks to divert onto a new footbridge under section 119a of the Highways Act 1980. Eight objections have been received. This report seeks a decision on whether to make a legal order to divert the footpath.

The Officer's view is that the application should be refused.

RECOMMENDATION:

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

The application from Network Rail dated 18 September 2017 to divert Public Footpath No. 381, Lingfield onto a new footbridge, shown A – C – D – B on Drg. No. 3/1/29/H62 is refused.

REASONS FOR RECOMMENDATION:

The application seeks to divert at the level crossing onto a new stepped footbridge. The footbridge is not accessible for those with mobility difficulties and those with young children in pushchairs and also involves a 133 metre detour if travelling in a west to east direction or vice versa.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The definitive route runs over a level crossing at the southern end of Lingfield station platforms. The level crossing has been closed on safety grounds since July 2011 and the Countryside Access team has been trying to negotiate with Network Rail (NR) since that time for a solution to the closure.
- 1.2 Members may recall at their meeting in December 2016 considering an application from NR to divert Public Footpath No. 381, Lingfield under section 119a of the Highways Act 1980 on safety grounds. The proposal sought to

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divert the footpath away from the definitive line over the level crossing onto the existing station footbridge.

The Committee resolved to agree that:

- (i) The application from Network Rail dated 3 November 2016 to divert Public Footpath No. 381, Lingfield onto the existing station footbridge, shown A – C – E – F – G – B on Drg. No. 3/1/29/H60a is refused.
- (ii) Network Rail is asked to explore other options for a diversion onto an alternative route accessible for those with mobility difficulties and pushchairs, including a new footbridge with lifts or improving the level crossing.
- (iii) The Chairman writes to Network Rail expressing the Committee's dissatisfaction with their failure to secure a satisfactory solution for residents.

The Application

- 1.3 NR has now formally applied to divert onto a new route shown on Drg. No. 3/1/29/H62 attached at **Annex A**. NR's application is attached at **Annex B**. The footpath commences on Station Road between 'Brook House' and 'Court End' and runs in a north-easterly direction to a level crossing over the railway line at Lingfield Station. It continues in an easterly direction across fields. The footpath provides access from the train station to Lingfield Racecourse to the west. There are also two schools nearby; Notre Dame and Young Epilepsy whose students and staff use the station and footpath.
- 1.4 The proposal is to divert a 19m section of the footpath from across the level crossing, between points A – B, to run in a north westerly direction along a path running parallel with the station over a new stepped footbridge to be constructed and back along the platform on the eastern side in a south-easterly direction, between points A – C – D – B, for a total distance of 133m to rejoin its definitive line. A ramped footbridge was previously discussed between points C – D, which received objections due to its size and impact on neighbouring properties. Although the funding is not currently available to install lifts to the proposed stepped footbridge NR has confirmed that it would be possible to install lifts to it in the future should funding become available.

Safety concerns

- 1.5 Network Rail is currently running an investment programme to improve safety and reduce the risk wherever the public highway meets the railway. Part of the campaign is to seek the opportunity to completely remove the risk to members of the public from coming into contact with high speed trains through the closure or diversion of level crossings.
- 1.6 Network Rail uses a complex quantitative process called the 'All Level Crossing Risk Model' (ALCRM), to assess all risks at all of its level crossings. These risk assessments help in the decision making process; to then pursue closure or to invest in additional safety measures if closure cannot be achieved, such as on a public road or where there are no suitable alternatives available. This risk assessment process was independently reviewed for accuracy before it was introduced in 2007 and it has been audited internally

and by the Office of Rail Regulation (ORR). The ORR is the independent safety and economic regulator for Britain's railways. Their policy for level crossings states that "...Risk control should, where practicable, be achieved through the elimination of level crossings...."

- 1.7 The assessment process considers amongst other things the type of crossing, how many people use it, available sighting for users, whether there are vulnerable and or infrequent users, the frequency and speed, and different speeds of train services. The resulting score provides a normalised figure for risk and consists of a letter and a number. The letter represents the level of risk of a fatality to an individual crossing user, where A is the highest risk and M is the lowest risk. The number represents the collective level of risk that may include, for example, train crew and or passengers, as well as those using the crossing. The highest risk crossings are those which score A, B or C for individual risk and 1, 2 or 3 for collective risk.
- 1.8 The last risk assessment for Footpath No. 381 crossing was carried out on 19 November 2009. The crossing scored a rating of C4, making it high risk. The key risk drivers are:
- Proximity to station
 - Large number of users
 - Fast and frequent trains
 - Sun glare
- 1.9 The line speed on all four lines over the crossing is 50mph with 97 trains scheduled to pass over the crossing per day; this includes both passenger and freight services. It is estimated that an average person would require approximately 8 seconds to pass safely over the crossing. An allowance of 50% additional crossing time would be added for use by vulnerable users (children, elderly, or encumbered users with dogs, bicycles, carrying bags etc.) who would require 12 seconds crossing time. NR say the sighting available at the level crossing, due to the station features as well as the track curvature, provides insufficient warning time of an approaching train.
- 1.10 Before the crossing was temporarily closed there were whistle boards to alert walkers. These have temporarily been removed. If the crossing were re-opened drivers are not permitted to sound their horn between the hours of 00:00 and 6:00 and therefore there would be no warning for anybody during those hours. Train horns can also be masked by station announcements and airplane noise. NR say a further issue at the station is that not all trains are scheduled to stop and can be 'hidden' by other trains stopped at the station. In April 2011, whilst on site, the Route Level Crossing Manager witnessed a 'near miss' involving 2 school girls who crossed over whilst a train was stopped at the station causing the 2nd approaching train to apply the emergency brake. It was this incident that led to NR to close the crossing through fear of danger to the public. They have further recorded incidents of misuse and 'near misses' at the location. They are also aware that visitors to Lingfield Racecourse queue over the crossing. In addition to the current use, it is possible that the line speed and number of train services will increase at this location in line with government policies, which would only increase risk.

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It is NR's view that the level crossing poses a risk of danger to the public and should be permanently closed with users diverted to the proposed footbridge.

Alternatives to the diversion application

- 1.11 Visual/audible warning system – NR have stated it would not be possible to install a warning system at this location due to its proximity to the station. Due to the triggering systems, they would be at red with alarms sounding for a considerable amount of time resulting in user ignoring them and crossing at risk and complaints about the noise from nearby properties. The likely costs would be in the region of £1 million.
- 1.12 Locking gates – NR say it would not be possible to install due to the risk of users becoming trapped on the railway line upon a train approaching. Interlocking gates are only possible at crossings which are manned or monitored by CCTV. These would cost in excess of £500,000 and if a crossing keeper were required increase to £165,000 per annum. A different form of barriers would also not be possible at this location, as they would need to be interlocked with the signalling and would also pose the same issues as interlocking gates.
- 1.13 NR do not own all of the land required to be able to construct a footbridge at the location of the level crossing. It would also require planning permission. A stepped footbridge at that location would cost in the region of £600,000 plus land purchase costs, legal fees and planning application fee. They estimate it would cost in the region of £1 million. Further it is extremely unlikely that lifts would ever be installed at that location due to the distance from the station building and the additional distance commuters would be required to walk in order to make use of the lift facility.
- 1.14 A footbridge with ramps between C – D had previously been proposed by NR as the only affordable, fully accessible solution, this was rejected by local residents.
- 1.15 Further signage – NR say they are unable to erect any further signage at the level crossing as the present signage is as required and has been confirmed as such by the ORR. It is also felt that the provision of extra signage would be of little benefit as too many signs would not be read or could cause confusion. Furthermore, additional signs would not prevent the misuse and the risk would remain.
- 1.16 Further education by way of school visits has taken place, as have on-board train announcements, but these do not reduce the level of risk at the crossing or prevent misuse.
- 1.17 In conclusion, NR state that no further works can be undertaken to improve safety of the level crossing and the only option to NR to remove the risk the level crossing poses is closure.

Temporary Closure

- 1.18 At the request of Network Rail, the level crossing has been temporarily closed on safety grounds, under the Road Traffic Regulation Act 1984, since July 2011. The alternative route has been the station footbridge. Network Rail cited at that time their reasons for applying was because of a recent near

miss when two girls crossed the railway on the level crossing in front of an oncoming train. The time stamp on the CCTV stills indicated there was only 3 seconds between the second girl clearing the track and the arrival of the train. It was agreed to put a temporary closure in place to give Network Rail time to consider all the options for a long-term solution.

Objections/ comments received

- 1.19 There have been a number of consultations and public meetings to discuss different proposals since the crossing was temporarily closed in 2011. Nine letters/ emails in response to this latest diversion application have been received including eight objections. The comments/ objections received are set out below:
- 1.20 **Tandridge District Council**
Support a permanent diversion of FP 381 but would caveat their support on the basis that a footbridge should be completely step free. Any investment that is not fully DDA and Equalities Act 2010 should not be supported. They submit a fully accessible bridge is included on the following grounds:
- Mobility Impaired Persons (MIPs) travelling southbound have to travel to East Grinstead to do a return journey northbound to alight.
 - A DDA compliant bridge at Lingfield would also widen access to the countryside and local services including Lingfield College (Notre Dame), Lingfield Racecourse and Young Epilepsy.
 - Lingfield station provides for a reasonable level or park and ride and opening this up further to those with mobility impairment should be given top priority in relation to investment.
 - If a stepped bridge was installed as part of a diversion on grounds of safety this would make it more difficult to secure funds to upgrade to a fully accessible bridge in the future owing to the safety justification no longer being applicable.
 - It is not reasonable to rule out a fully DDA compliant bridge on the basis of costs this implies some people have a monetary value over others.
 - There is insufficient evidence to indicate that all funding options for a DDA compliant bridge have been explored.
- 1.21 **Mr B Fines**
- States it is a disgrace that more than 6 years after the crossing was closed, SCC, NR and Southern have not put an alternative permanent crossing in place
 - The current proposal does nothing to improve access for wheelchair users, those with prams/ pushchairs and dog walkers.
 - While the maximum line crossing speed is 50mph, in reality trains are travelling much more slowly than this as with the exception of a small number of early morning and late night trains the majority are pulling away or slowing down to stop at the station.
 - The 2 crossings north of the station remain open and trains go through these much more quickly without incident.
 - One option which has not been considered is an underpass/subway connecting the 2 platforms. This would require less maintenance than a lift, be minimally visually obtrusive to the nearby houses and make the crossing useable for wheelchair users, prams/pushchairs and dog walkers.

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1.22 **Ms S Silvester, Lingfield Byways Volunteer Walk Leader**

- In effect the footpath has been diverted over the existing bridge for the last 6 years so I fail to understand why that was turned down as a permanent solution unless it was to push Network Rail to come up with a better solution.
- Given that the majority of Lingfield residents want disabled and pushchair access at Lingfield Station, why was the proposal for a ramped bridge discarded because of a handful of house owners who back onto the station.
- Apart from the fact that it would be possible to fit lifts retrospectively and it wouldn't be so far to walk as access to the footpath from either side there seems little real benefit in building a new footbridge bearing in mind the not inconsiderable cost.
- A lift at Oxted station was funded a while ago so it seems those who live in Lingfield are being discriminated against.
- However, the arguments against re-opening appear cogent and it would appear that the proposal for a new footbridge is the only compromise, though I am still of the opinion that a ramped bridge is the best and most cost-effective solution.

1.23 **Mr T Pearson, The Ramblers**

Whilst they would have preferred a solution that provided a fully accessible diversion, they recognise that this is most unlikely in the near future. In the circumstances they would have no objection to the path being diverted as per the application, subject to SCC being fully satisfied with the technical aspects of the footbridge.

1.24 **Mr K Wise**

He does not think it is acceptable to spend so much money on a second stepped footbridge where there is a perfectly sound one at the north end of the platform already. What is essential is a ramped crossing to allow disabled crossing of the tracks and for those with mobility problems.

1.25 **Anonymous**

They wish to object to the proposed diversion. The use of steps rather than a ramp will mean that there continues to be no means for those unable to climb stairs due to disability and individuals with buggies or heavy suitcases to access the southbound platform. They know several members of the community who have been unable to travel due to lack of access and would only be able to support a diversion that includes step free access.

1.26 **Mr P Higgins**

He can see no justification for building a second footbridge at the station. People can easily use the existing one the only difference being the new one would be capable of having lifts added to it. This does not seem a good enough justification. Has the option of adding a lift to the existing bridge been properly considered? He was told it would be too expensive but it must be cheaper than building a new bridge. There is a clear need for step free access. The replacement of the previous ground level access should be used as an opportunity to provide proper access for all users.

1.27 **Mr I Jones, Cyder Barn**

The closure of the level crossing and attempt to divert is one of the most absurd pieces of health and safety zealotry I have ever seen. The crossing has been there for over 100 years and people have used it virtually without incident. The reasons are not justified. Network Rail are simply committee to closing crossings on the slightest excuse without regard to the inconvenience

caused to local people. The suggestion of an additional footbridge is pointless and a waste of money. It cuts a few yards off the diverted route and makes no difference to the access for those with disabilities.

1.28 Lingfield Parish Council

The Parish Council is concerned about the proposal by NR to install a footbridge across the rail track to facilitate the reopening of footpath 381. Members are concerned that this will discriminate against the disabled and people with prams and pushchairs. If a footbridge is to be installed, Lingfield Parish Council requests that it is equipped with lifts to give access for all.

- 1.29 NR has responded to the objections by saying that they note from the comments received that these are driven by the desire for Lingfield Station to become fully accessible. This is an entirely separate issue to the diversion of the public footpath. Their application is concerned with the safety of the public when using the public footpath over the level crossing. The public footpath is not an accessible route for the station, thus the issue of step-free access for the station is an entirely separate issue and should not be considered as part of the application. In addition they do not have control over the funding for Access for All at stations and Network Rail, as a publicly funded body, does not have funding available to provide lifts at Lingfield; this is a situation outside of their control.

Works

- 1.30 If a diversion order were made and confirmed NR have confirmed they would remove the level crossing furniture, signs and gates. They would secure their boundary in order to prevent unauthorised access and trespass onto the railway. New signs will be provided to notify users of the diversion.

2. ANALYSIS:

Highways Act 1980, section 119a

- 2.1 This section applies where it appears to a council expedient in the interests of the safety of members of the public using it or likely to use it that a footpath in their area which crosses a railway, otherwise than by a tunnel or bridge, should be diverted (whether on to land of the same or of another owner, lessee or occupier).
- 2.2 The Council may by order made by them and submitted to and confirmed by the Secretary of State, or confirmed as an unopposed order-
- (a) create, as from such date as may be specified in the order, any such new path or way as appears to the council requisite for effecting the diversion, and
 - (b) extinguish, as from such date as may be specified in the order or determined the public right of way over the crossing and over so much of the path or way of which the crossing and over so much of the path or way of which the crossing forms part as appears to the council requisite.
- 2.3 The Secretary of State shall not confirm a rail crossing diversion order, and the Council shall not confirm such an order as an unopposed order, unless he

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or they are satisfied that it is expedient to do so having regard to all the circumstances, and in particular to—

- (a) whether it is reasonably practicable to make the crossing safe for use by the public, and
- (b) what arrangements have been made for ensuring that, if the order is confirmed, any appropriate barriers and signs are erected and maintained.

2.4 A rail crossing diversion order may make provision requiring the operator of the railway to maintain all or part of the footpath created by the order.

Expediency

2.5 The requirement in the legislation is for the County Council to be satisfied as to the expediency of making the order in the interests of safety of members of the public. There is a duty to consider alternative options. These alternatives must be considered with regards to the needs of users of the routes and within the requirements of the Equalities Act. In this instance, NR has identified the level crossing as high risk. Although the County Council has made a temporary closure order this was made on the understanding that a long-term solution needed to be found, which includes disabled access. NR has not proposed an acceptable accessible alternative to the level crossing.

Public Rights of Way Priority Statement

2.6 The County Council's Public Rights of Way Priority Statement lists the processing of Rail Crossing Orders to improve public safety as priority 2 of 8. The highest priority 1 relates to the statutory duty to keep the Definitive Map and Statement up-to-date.

3. OPTIONS:

- 3.1 Reject the application. This is the officer's preferred option.
- 3.2 Make a diversion order and advertise it in accordance with the statutory procedures. If any objections are received and maintained, submit the order with the objections to the Secretary of State for determination. An independent inspector would then be appointed to examine all the evidence, usually by way of a public inquiry, and decide whether or not to confirm the order.

4. CONSULTATIONS:

- 4.1 Notices were placed on site and statutory bodies and other interested parties including Tandridge District Council, Lingfield Parish Council, Legal Services, local Member, The Ramblers, the Police and all utility companies were consulted.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 Network Rail has agreed to meet the costs of making an order and to undertake the works to erect and maintain barriers and signs at the location should the crossing be removed.

- 5.2 If an order were made and objected to it would have to be submitted to the Secretary of State for determination. If it was decided to hold a Public Inquiry or Hearing the County Council would be liable for costs in the region of £4,000, which would have to be met from the Countryside Access budget. Current legislation does not allow the recovery of Public Inquiry costs from the applicant.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 The County Council gives high priority to consideration of equality and diversity issues in its rights of way network. The Rights of Way Improvement Plan for Surrey specifically addresses how the rights of way network can be improved for those who are blind, partially sighted and those with mobility difficulties. The Plan proposes that all improvements should comply with the principle of least restrictive access.

7. LOCALISM:

- 7.1 The proposed diversion over a stepped footbridge is a less accessible solution with an increase of 133 metres. This will have an impact on walkers as well as train commuters and those arriving by train to go to Lingfield race course or local schools.

8. OTHER IMPLICATIONS:

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

8.1 Crime and Disorder implications

The closing of the level crossing would presumably lead to a decrease in such incidents.

8.2 The Human Rights Act 1998

Under section 6(1) of the Human Rights Act 1998, local authorities are required to act, as far as possible, in a way that does not breach rights contained in the European Convention on Human Rights. This includes the right to property, under Article 1 of the First Protocol to the Convention. In the officer's view this proposal has no human rights implications.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The Officer's recommendation is that the application should be refused.

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

The application from Network Rail dated 18 September 2017 to divert Public Footpath No. 381, Lingfield onto a new stepped footbridge, shown A – C – D – B on Drg. No. 3/1/29/H62 is refused.

10. WHAT HAPPENS NEXT:

10.1 All interested parties will be informed about the decision.

Contact Officer:

Debbie Prismall, Senior Countryside Access Officer
Tel 020 85419343 debbie.prismall@surreycc.gov.uk

Consulted:

Tandridge District Council, Lingfield Parish Council, The Ramblers, Police, Utility companies, Legal Services, Lesley Steeds County Councillor and advisory notices were placed on site.

Annexes:

Annex A – Drg. No. 3/1/29/H62
Annex B – Application form

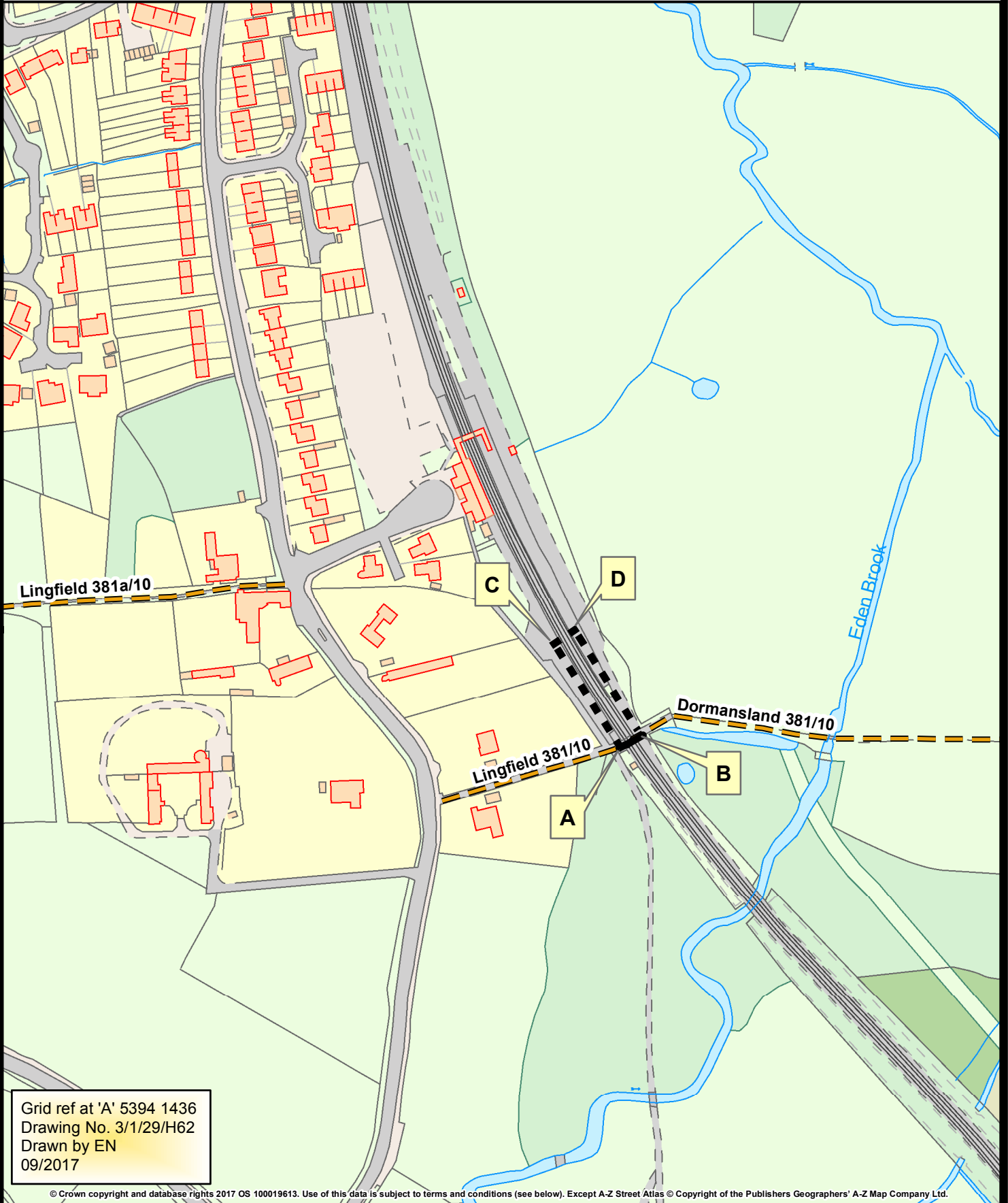
Sources/background papers:

File 3/1/29 2017 Diversion File and all its contents including the application, all correspondence and objections, responses to consultations and reports and mapping can be viewed by appointment.

Proposed diversion - Public Footpath No.381 Lingfield

District of Tandridge

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Grid ref at 'A' 5394 1436
 Drawing No. 3/1/29/H62
 Drawn by EN
 09/2017

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1:2,500

Proposed route shown: - - - - -
Distance A-C-D-B: 133 metres
C-D: proposed stepped footbridge
Definitive route shown: ————
Distance A-B: 14 metres

RIGHTS OF WAY

- Footpath
- Bridleway
- BOAT
- Restricted byway
- Horse margin
- Promoted link
- Cycle track

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REQUEST FOR A RAIL CROSSING DIVERSION ORDER TO BE MADE UNDER SECTION 119A OF THE HIGHWAYS ACT 1980 (INSERTED BY THE TRANSPORT AND WORKS ACT 1992)

The following questions are to be answered and the information and maps requested to be supplied by the applicant to the council which is to be requested to make the order. Tick the relevant box shown in some questions.

FOR AUTHORITY'S USE ONLY
File Ref: / /
Date acknowledged:

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1. RAIL CROSSING TO BE EXTINGUISHED BY THE DIVERSION ORDER

- (a) Name and location of rail crossing (including grid reference and parish or district in which it is located).

Name: Racecourse Level Crossing
Nearest station: Lingfield
ELR & Mileage: HGG1 @ 26 miles 28 chains
NGR: TQ395437
Parish: Dormansland
District: Tandridge
County: Surrey

- (b) Name(s) and number(s) of any footpaths and/or bridleways leading to the crossing to be extinguished. (Indicate whether footpath or bridleway.)

FP No: 381 (Lingfield) and 381 (Dormansland)

- (c) Length in metres of any path or way to be extinguished.

15 metres

- (d) Description of any length of path or way to be extinguished by reference to terminal points shown on attached map which must be to a scale of not less than 1:2500 or, if no such map is available, on the largest scale readily available.

The solid line on the attached plan.

- (e) List the name(s) and address(es) of the owners, lessees and occupiers of the land on either side of any path or way to be extinguished.

Mr R Young	Lingfield Park Limited
Barrow Green Farm	Lingfield Park Racecourse
Haxted Road	Lingfield
Lingfield	Surrey
Surrey	RH7 6PQ
RH7 6DE	

- (f) Have you obtained the written consent of every person having an interest in the land over which any path or way to be extinguished passes, in so far as such consent is needed?

The Applicant is the owner of all relevant land.

- (g) Is the crossing, or any path or way to be extinguished, subject to any limitations or conditions?

Yes

There are wicket gates leading up to the level crossing surface from both sides.

Whilst not on the route of the public footpath, there are also steps leading to platform 2 at Lingfield Station.

2. NEW PATHS OR WAYS TO BE CREATED

- (a) Describe type: Bridleway or Footpath

Footpath

- (b) Give description: width, length, terminal points (indicating any sections which run over existing paths or ways) by reference to the accompanying map at paragraph 1(d) above.

The diversion route is shown by a dashed line on the attached plan. The length of the proposed diversion is approximately 150 metres. The width of the route will be 2 metres.

- (c) List the name(s) and address(es) of the owners, lessees or occupiers of the land over which the new path(s) or way(s) would pass.

The Applicant is the owner of all relevant land.

- (d) Have you obtained the written consent of every person having an interest in the land over which the path or way to be created passes, to this land being dedicated for this purpose, in so far as such consent is needed?

The Applicant is the owner of all other land affected, as shown by the attached plan.

The Train Operating Company (TOC) has been asked to complete a written consent form, which will be forwarded to the Council in due course.

- (e) Are you prepared to maintain all or part of the path or way to be created?

Yes.

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- (f) Will the highway authority accept responsibility for that part of the path or way to be created which does not pass over the applicant's land?

N/A

- (g) Are you prepared to enter into an agreement with the council in accordance with section 119A(8)?

Yes.

- (h) Will the new path or way connect with a trunk road?

No.

- (i) Give reasons for the proposed rail crossing diversion order. Include information about:

- i. The use currently made of the existing path, including numbers and types of users, and whether there are significant seasonal variations, giving the source for this information, together with details of any survey carried out (any circumstances preventing or inhibiting such use must also be mentioned);

Whilst the footpath is considered to be a leisure route only due to its location and the surrounding area its proximity to the station and platforms makes it likely that commuters use the level crossing to access platform 2.

Further, given the proximity to Lingfield Racecourse, it is known that visitors to the racecourse use the level crossing when exiting the station, and upon return to gain access to platform 2.

As the level crossing leads onto surrounding fields the crossing deck may become muddy and slippery; a non-slip decking surface would not prevent this.

The level crossing is accessed via wicket gates with a set of steps leading to platform 2.

- ii. The risk to the public of continuing to use the present crossing, and the circumstances that have given rise to the need to make the proposed order;

The last risk assessment was carried out on 19th November 2009. On Network Rail's All Level Crossing Risk Model, which assigns a relative risk to each level crossing, the crossing scored a rating of C4, making it high risk (risk is ranked from A-M and 1-13, with A and 1 being the highest risk score).

The key risk drivers are:

- Proximity to station
- Large number of users, including vulnerable users
- Fast and frequent trains
- Sun glare

The line speed on both lines over the crossing is 50 mph with 97 trains scheduled to pass over the crossing per day; this includes both passenger and freight services.

It is estimated that an average person would require approximately 8 seconds to safely pass over the crossing.

Vulnerable users (children, elderly, or encumbered users with dogs, bicycles, carrying bags etc.) require longer to safely pass over the crossing; consequently where there is known use by vulnerable users at level crossings an allowance of 50% additional crossing time needs to be added in order to allow for these users having the required time to safely pass over the level crossing. An explanatory note in respect of vulnerable users is attached.

Therefore, at this level crossing an allowance of 12 seconds crossing time needs to be allocated.

The sighting available at the level crossing provides insufficient warning time of an approaching train.

When crossing in both directions and looking towards Lingfield station, the sighting lines for users is obstructed by the station and station features; as these are permanent structures the sighting cannot be improved. The sighting is further reduced when trains are stopped at the station platforms.

When looking away from the station; sighting is also limited due to track curvature; this cannot be improved.

In order to mitigate the insufficient sighting distances available to users whistle boards are present on both approaches; this requires train drivers to sound their horns on approaching the level crossing. This system relies on the individual actions of drivers and the residual risk remains that users of the level crossing may not hear or appreciate the significance of the train horn. There is also a risk that drivers will fail to sound their horn as required thus providing no warning of approach to users. Following the Temporary Closure the whistle boards were removed.

It is likely that the level crossing is used at night or during dark/dusk hours and it should be noted that due to 'dark hours' regulations train

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drivers are not permitted to sound their horn between the hours of 00.00 and 06.00; therefore anyone using the crossing between these hours will have no warning of an approaching train. Until 2017, the dark hours period covered 23.00 to 07.00.

Given the proximity to Lingfield station there are concerns that users become complacent when using the crossing with 'regular' users assuming they know which trains are stopping and non-stopping services; thus they might think it is safe to cross even when a train is approaching, incorrectly thinking it is due to stop at the platform.

It is also possible that the station itself creates a distraction to users; this can be by way of announcements and commuters on the platforms. There is potential for people standing on the platforms to obscure the available sighting further, encouraging users to cross over and take unnecessary risks. Announcements made at the station can also mask the sound of the train horn, so users may cross having failed to hear the warning from the approaching train.

Further, as the level crossing is on the Gatwick flight path it is possible that the ambient noise from airplanes will mask the sound of approaching trains.

A further issue, given its proximity to the station, is users are seen to be lulled into a false sense of security when a train is stopped at the platforms. A situation can occur whereby a user will see a train stopped at the station and assume it is safe to cross, not anticipating the passage of a second train. Lingfield Station has both stopping and non-stopping services passing through it and it is known that trains are scheduled to pass one another to the south of Lingfield Station. This creates a situation whereby there is a high risk of a second train passing over the level crossing at the same time or immediately after the first train. Users may also believe that an approaching train is due to stop at the station and thus cross, when in fact it is a non-stopping service.

As mentioned above, given the timetabling of trains passing over the crossing it is extremely likely that a second train will pass over the crossing at the same time, or immediately after, the first train. This situation is known to lead users to take risks when passing over the crossing as they may otherwise be waiting for longer to cross over than anticipated. It is common for approaching/passing trains to block the view of another approaching train, with sighting obscured further when a train is stopped at the station. This situation cannot be prevented.

The above concerns were proven to be correct when in April 2011, whilst on site, the Route Level Crossing Manager witnessed a near miss involving two school girls; the girls crossed over the level crossing whilst a train was stopped at the station causing the second approaching train to apply the emergency brake. It was this incident that led Network Rail to close the level crossing through fear of danger to the public.

Further incidents of recorded misuse at this location are detailed in the attached Incident Log. As can be seen from the Log there are numerous reported incidents of persons crossing behind trains stopped at the station; it is probable that there are many more occurrences of this type of action which have not been recorded.

The near miss detailed in the Incident Log on 10th February 2009 occurred in spite of cameras erected to deter such misuse. The photos below were taken from the footage and show that the pedestrian not only had a hood up, but crossed only 6 seconds before the approaching train reached the level crossing.



In addition to the attached Incident Log, we have also received concerns from outside third parties in regards to the level crossing:

The following observation was received from the Southern (TOC) Head of Safety and Environment on 7th August 2008:

“The 2 near misses we have had with school children have both occurred when the down train was running a couple of minutes late and overlapped with the up train approaching Lingfield country side of the station. In both cases, the approaching up train is obscured by the departing down train and, children being children, they do not pay attention when they cross the line directly behind the departing down train.”

We also received the following email from Cllr. Michael Sydney on 15th March 2009:

*Dear Nuala, Guy and David,
I met with senior managers from Southern Trains, Network Rail, and the Railway Inspectorate last week at Lingfield Station.*

Their concern is the safety of pedestrians, particularly young people and those at school, who use this crossing. The recent installation of a CCTV camera has highlighted the risks, as they demonstrated in a video. They are considering a number of possible ways to increase safety, many of which are capital sensitive. I suggested to them that an immediate step would be to organise presentations at the schools whose pupils are known to use this crossing. While we were at the crossing, and there were at least ten people, the majority in high viz jackets, present, half a dozen pupils crossed the railway without a glance left or right. To spare any blushes I will not identify the school!

The idea was accepted with enthusiasm, and I am copying this to Clive Robey, the Level Crossing Risk Control Coordinator at Network Rail, with the request that he contact you direct.

David, I know that your young people are always accompanied when out and about and probably don't use the crossing anyway. However you may feel that some of your younger support staff who are less familiar with the workings of the railway would benefit from a presentation.

I hope this meets with your approval.

Yours,

Michael

Cllr. Michael Sydney

Tandridge District Council -m Dormansland and Felcourt

A further email from Southern's Head of Safety and Operational Services was also received on 5th October 2011:

Hi Clive,

I can confirm that prior to the current closure Southern Railway undertook a risk assessment of the Lingfield crossing and the footpath routes in the platform and station areas, including public access.

Based on this assessment, which included a review of the number, type and risk level of the near miss events and crossing abuse it was clear that the crossing as it was posed a high risk to members of the public and to the train driver community.

This risk included the likelihood of persons being struck by a train and the likely fatality, the serious effects on train crew that result from such an event, including the loss of employment brought on by trauma and the effects on other connected with or witnessing an event.

The mitigations in place at the crossing including warnings, supported by on board announcements, vegetation clearance to maintain safe lines of sight, whistle boards and train warning signals were failing to prevent footpath users from being exposed to the high level of risk.

Peak use of the crossing and the condition of the users was also considered and it was not uncommon on race days for many users to be under the influence of alcohol and to act in ways that gave serious concern for their safety.

Since the crossing was closed and the alternative footpath routes made available there have been no reports of near miss events by train crew and the safety of the public has been significantly enhanced. The station

operation has not reported any rise in passenger risk associated with the closure.

Regards.

Steve.

Steve Enright

Head of Safety and Operational Standards

Southern

It is clear from these third party concerns that misuse at the level crossing is widespread and common in occurrence even when a highly visible presence is on site.

As mentioned above it is known that visitors to Lingfield Racecourse will use the level crossing to access the station and/or the racecourse both before and after their attendance; these users are considered to be 'irregular' and may not be familiar with the correct use of the level crossing (despite relevant signage being in place).

It has been known for users both accessing and leaving the racecourse to 'queue' over the level crossing whilst a train is stopped at the station. It is also common for race-goers to return intoxicated from the racecourse. Allowing these actions to occur over a level crossing present risks that are unacceptable to Network Rail.

It is possible that the line speed and number of train services (passenger and freight) will increase at this location in line with government policies to reduce passenger journey times, increase passenger numbers on the railway and move the transport of goods from road to rail; this would only serve to increase any risk at the level crossing.

It is Network Rail's view that the level crossing poses a risk of danger to the public and should be closed with users diverted to the proposed footbridge.

- iii. The effect of the extinguishment of the crossing and the creation of the proposed new path(s) or way(s) having regard to the convenience to users and the effect on any connecting rights of way and the network as a whole;

The footpath will be diverted to a stepped footbridge located approximately 52 metres to the north of the level crossing.

The proposed diversion route will take approximately 2 minutes to walk, based on an average walking speed of 1.5m per second, this allows for ascent and descent of the footbridge.

Whilst Network Rail previously proposed an accessible solution via the installation of a footbridge with ramps, this was rejected by local

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residents. It would not be possible for Network Rail to pursue an accessible solution at this location given land ownership (both for siting of the structure and land to enable construction) and funding constraints.

Whilst convenience to users will be impacted it is noted that this application is made on the grounds of public safety and the proposed diversion will maintain its current links to the land on both sides of the crossing and also maintains the existing links to the footpath network in the area.

It is Network Rail's view that as the level crossing has been closed since 2011, residents and users of the footpath have become accustomed to a much longer route, utilising the existing station footbridge route thus any immediate inconvenience has already been experienced. The proposed footbridge located closer to the location of the level crossing therefore offers a positive alternative with a minimal impact on convenience for users.

- iv. The opportunity for taking alternative action to remedy the problem such as a bridge or tunnel in place of the existing crossing or the carrying out of safety improvements to the existing crossing;

The footpath will be diverted to a newly proposed stepped footbridge situated approximately 52 metres to the north of the existing level crossing.

It would not be possible to install a visual/audible warning system at this location due to the proximity to Lingfield Station. Due to the triggering systems used by these warning systems they would be at red with the alarm sounding for a considerable amount of time; this would result in users ignoring the system and crossing at risk. It is also likely that noise complaints would be received due to the length of time any audible warning would be sounding. Installation of this system would also leave the level crossing in situ and thus the risk would still be present with the likelihood of an incident occurring.

It would also not be possible to install locking gates at the crossing due to the risk of users becoming trapped on the railway line upon a train approaching. Interlocking gates are only possible at crossings which are manned or fully monitored by CCTV.

A different form of barriers would also not be possible at this location, as they would need to be interlocked with the signalling and would also pose the same issues as interlocking gates above.

Whilst a stepped footbridge at the existing location of the level crossing is possible Network Rail do not own the land required for the erection of the footbridge. Whilst the landowner to the east of the crossing has been receptive to the sale of this land, we have been unable to obtain a

response from the third party landowner to the west. We are therefore unable to pursue this option further.

Additionally, a footbridge at this location would require full planning permission, which would increase costs and timescales for Network Rail. It is also likely that any planning application would be heavily objected to by local residents.

Further, whilst Network Rail are unable to install lifts as part of the proposed stepped footbridge due to funding constraints, if a bridge were to be installed at the location of the existing level crossing it is extremely unlikely that lifts would ever be installed due to the distance from the station building and the additional distance commuters would be required to walk in order to make use of the lift facility.

Vegetation management has been undertaken, and is maintained to ensure the required sighting distances remain; no other improvements could be made to available sighting.

We are unable to erect any further signage at the level crossing; the signage present is as required and has been confirmed as such by the ORR. It is also felt that the provision of extra signage would be of little benefit as the view is that too many signs would not be read or may lead to confusion. Further, given the level of misuse at the crossing additional signage would not prevent this; thus the entirety of the risk would still remain.

Further education by way of school visits has taken place, as have on-board train announcements; but again these do not reduce the level of risk at the crossing or prevent misuse.

No other works can be undertaken to improve safety of the level crossing and the only option to Network Rail to remove the risk this level crossing poses is via closure.

- v. The estimated cost of any practicable measures identified under (iv) above;

Installation of a visual and audible warning system would likely cost in excess of £1 million; it is possible that signalling infrastructure would need to be amended due to the crossing's proximity to the station and thus costs could far exceed £1 million.

Interlocking gates with CCTV/barriers would cost in excess of £500,000 and would leave the risk at the crossing. If a crossing keeper were required this would cost in the region of £165,000 per annum.

A stepped footbridge at the existing location of the level crossing would cost in the region of £600,000; we are unable to quantify how much the

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required third party land would cost to purchase. Costs would also be increased given the necessary planning application, and legal fees in relation to the purchase of land. This scheme could therefore easily require funding over £1 million.

- vi. The barriers and/or signs that would need to be erected at the crossing and the points from which any path or way is to be extinguished or created, assuming the order is confirmed; and

The existing level crossing will be securely fenced off in order to prevent unauthorised access to the railway. Any signage required by the Council at the crossing (and any other points) will be provided.

- vii. The safety of the alternative right of way to be created by the order relative to the existing rail crossing.

The diverted footpath, utilising the footbridge, will remove the need for users to pass directly over the railway via a level crossing. Users will also no longer have to wait for trains to pass and will enjoy free flowing passage over the railway line.

Train drivers will also no longer have to sound their horns upon approach to the level crossing, thus improving the amenity of the area and removing any noise nuisance.

3. NAMES AND ADDRESSES OF PUBLIC UTILITY UNDERTAKERS IN AREA (whether or not their apparatus is likely to be affected):

- (a) Public gas supplier

Southern Gas Networks Ltd
Inveralmond House
200 Dunkeld Road
Perth
PH1 3AQ

- (b) Public electricity supplier

UK Power Networks plc
Newington House
237 Southwark Bridge Road
London SE1 6NP

- (c) Water undertaker

Sutton & East Surrey Water
London Road

Redhill
Surrey
RH1 1LJ

- (d) Sewerage undertaker (if different)

Thames Water Utilities Ltd
Clearwater Court
Vastern Road
Reading
RG1 8DB

- (e) Public telecommunications operator

BT Openreach
National Notice Handling Centre
PP 3WW18
Telecom House
Trinity Street
Hanley
Stoke-on-Trent ST1 5ND

- (f) Others (specify).

N/A

4. MAPS AND PLANS

List below all maps and plans accompanying this request, giving details of their scale and content. In addition to the map mentioned in paragraph 1(d), this must include a map of a scale not less than 1:25,000 or, if no such map is available, on the largest scale readily available, showing the crossing and any paths or ways to be extinguished or created, and any connecting paths or ways.

The route of the public footpath to be extinguished is shown on the attached plan in a solid line. The route of the proposed diversion is shown in a dashed line. The route of any unaffected public footpaths is shown in a dotted line.

5. OTHER INFORMATION

Give any other information you consider relevant.

Network Rail is aware that it is the local residents desire to obtain lifts at the station to make Lingfield Station fully accessible to all. The installation of a new footbridge with steps and lifts would cost in the

region of £3.6 million; if a new power supply was required, this would add an additional £0.1 million to the cost.

This application is concerned with the safety of the public when using public footpath 381 passing over the level crossing; the proximity to Lingfield Station, whilst being a primary factor in the safety concerns of the level crossing as discussed above, has led members of the public to believe that Network Rail should facilitate step-free access for the purpose of the station users. The public footpath is not an accessible route, thus the issue of step-free access for the station is an entirely separate issue and should not be considered as part of this application.

As has been discussed with Surrey County Council funding of this level is not available to Network Rail. Approaches were made to the Department for Transport 'Access for All' Scheme for additional funding to enable installation of lifts; however this was refused due to the low footfall at Lingfield Station.

Network Rail have made it clear that the funding under 'Access for All' is outside of their control and as such are unable to state whether funding for lifts at the station will ever be available. Network Rail are also unable to 'bid' for any funding from the Access for All Scheme and any such bidding would need to be undertaken by the local council; Network Rail would support any such application made by Tandridge Council.

The only affordable fully accessible solution at this location is a footbridge with ramps; this proposal was rejected by local residents leading Network Rail to withdraw these plans in January 2014.

The number of trains passing over this level crossing cannot be decreased, and in fact is likely to increase in the future in line with government policy.

The only realistic option available to Network Rail in order to remove the risk of this level crossing at this location is via closure and diversion to the stepped footbridge as proposed.

DECLARATION

I/We

- (a) Understand that no authority for the extinguishment, obstruction or creation of any path or way in this request is conferred unless or until a Rail Crossing Diversion Order has been confirmed and come into force;
- (b) request that a Rail Crossing Diversion Order be made and confirmed relating to the crossing and paths or ways described in Sections 1 and 2 above; and
- (c) declare that, to the best of my/our knowledge and belief, all of the factual information included in this form is true and accurate.

Signed

Name in capitals	NICOLA MEE
On behalf of Address	Network Rail Floor 2; Cottons Centre Tooley Street London SE1 2QG
Position held Date	Liability Negotiations Manager 18 th September 2017

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 8 DECEMBER 2017
 LEAD OFFICER: ZENA CURRY, AREA HIGHWAY MANAGER



SUBJECT: HIGHWAYS FORWARD PROGRAMME 2018/19 – 2019/20

DIVISION: ALL

SUMMARY OF ISSUE:

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

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

- (i) Note that the Local Committee's devolved highways budget for capital works within the Medium Term Financial Plan 2017-20 is £36,363 in 2018/19 and 2019/20 and it has been assumed that the revenue budget for 2018/19 remains the same as for 2017/18 at £40,910;
- (ii) Authorise delegation of authority to the Area Highway Manager, in consultation with the Local Committee Chairman and Vice-Chairman to agree a revised programme of highway works for 2018/19 if there is a change in the Local Committee's devolved budget.
- (iii) Note that should there be any changes to the programme of highway works as set out in this report, a report will be taken to a future meeting of Tandridge Local Committee to inform members of the changes.

Capital Improvement Schemes (ITS)

- (iv) Agree that the capital improvement schemes allocation for Tandridge be used to progress the Integrated Transport Schemes programme set out in Annex 1;
- (v) Authorise that the Area Highway Manager, in consultation with the Local Committee Chairman and Vice-Chairman, be able to vire money between the schemes agreed in Annex 1, if required;
- (vi) Agree that the Local Committee Chairman, Vice-Chairman and Area Team Manager, together with the local divisional Member are able to progress any scheme from the Integrated Transport Schemes programme, including consultation and statutory advertisement that may be required under the Road Traffic Regulation Act 1984, for completion of those schemes. Where it is agreed that a scheme will not be progressed, this will be reported back

to the next formal meeting of the Local Committee for approval.

Revenue Maintenance

- (vii) Authorise the Area Maintenance Engineer, in consultation with the Local Committee Chairman, Vice-Chairman and relevant local divisional Member, to use £40,910 of the revenue maintenance budget for 2017/18 as detailed in Table 2 of this report;
- (viii) The Area Maintenance Engineer, in consultation with the Local Committee Chairman and Vice-Chairman, be able to vire the revenue maintenance budget between the identified work headings in Table 2;

REASONS FOR RECOMMENDATIONS:

To agree a forward programme of highways works in Tandridge for 2018/19 – 2019/20, funded from the Local Committee’s devolved budget.

1. INTRODUCTION AND BACKGROUND:

1.1 Tandridge Local Committee receives a devolved budget for highway works in the district, comprising both capital and revenue allocations. At the time of writing this report, the County’s budget for 2017/18 had not been set. The draft Highways Forward Programme for 2018/19 and 2019/20 for capital highways schemes was presented to the Informal meeting of the Tandridge Local Committee on 3 November 2017. This report presents the Highways Forward Programme for 2018/19 and 2019/20 for capital highway schemes to the Tandridge Local Committee for formal approval.

1.2 **Capital:** The Medium Term Financial Plan (MTFP) 2017 - 20 sets out the countywide budget for capital Local Transport Schemes (ITS) of £400,000 in 2018/19 and projects the same amount in 2019/20. Assuming the capital budget is ratified by Council and the budget is allocated equally between the 11 Districts and Boroughs, it is estimated that Tandridge will receive £36,363 in 2018/19 and £36,363 in 2019/20. It is proposed that this capital budget will be used to fund ITS improvement schemes.

1.3 **Revenue:** This report is written on the basis that the Local Committee will be receiving £40,910 revenue funding in 2018/19, the same level as received in 2017/18.

1.4 Table 1 summarises the various funding streams together with the assumed budgets for 2018/19. It also refers to the relevant parts of the report which set out how it is proposed to allocate this funding and the recommendations relating to each funding stream.

Funding Stream	Assumed Level of Funding 2016/17	Relevant sections of report	Relevant recommendations
Capital Improvement Schemes (ITS)	£36,363	Paras. 2.1 – 2.3 Annex 1	(iv) – (vi)
Revenue Maintenance	£40,910	Para.2.4 Table 2	(vii) – (viii)
Total	£77,272		

**Table 1 – Summary of Local Committee Funding Levels 2017/18
(based on MTFP and 2017/18 budgets)**

- 1.5 In previous years the Local Committee agreed a series of delegated authorities and virements which enable the highways programme to be delivered in a flexible and timely manner. It is proposed that these arrangements are put in place again for 2018/19.
- 1.6 In addition to the Local Committee's devolved budget, there are Countywide capital budgets which are used to fund major maintenance (Operation Horizon), surface treatment schemes, footway schemes, drainage works and safety barrier schemes.
- 1.7 Countywide revenue budgets are used to carry out both reactive and routine maintenance works. The local area team manages a centrally funded revenue budget to carry out drainage investigation and small repairs locally.
- 1.8 The Road Safety Team manages a small Countywide budget to implement small safety schemes which are prioritised by the collision savings they provide. They also hold a small budget for the maintenance of Vehicle Activated Signs and Wig Wag signs at school crossing patrol sites.
- 1.9 Contributions collected from developers through s106 agreements or Community Infrastructure Contributions (CIL) are used to fund, either wholly or in part, highway improvement schemes which mitigate the impact of developments on the highway network.
- 1.10 This report sets out the proposed programme of highway works for Tandridge funded from the Local Committee's devolved capital and revenue budgets.

2. ANALYSIS:

Capital Improvement Schemes (ITS)

- 2.1 The capital improvement budget is used to carry out Integrated Transport Schemes (ITS) which aim to improve the highway network for all users, in line with the objectives set out in the Local Transport Plan. It is projected that the budget for capital improvement schemes will remain at £36,363 in 2018/19 and £36,363 in 2019/20, in line with the budgets set out in the MTFP.

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2.2 To improve the planning and delivery of ITS capital improvement schemes, a two year rolling programme has been developed. **Annex 1** sets out the suggested ITS forward programme for 2018/19 – 2019/20. It should be noted that funding has been allocated under the heading 'Small safety and improvement schemes'. This will enable works to be carried out to address issues that arise during the year, subject to approval by the Chairman, Vice-Chairman and relevant divisional Member.

2.3 It is recommended that the allocation for ITS capital improvement schemes is used as set out in **Annex 1**. It is proposed that the Area Highway Manager, in consultation with the Chairman and Vice-Chairman, be able to vire money, if required, between the schemes listed in **Annex 1**.

Revenue Maintenance

2.4 The revenue maintenance budget is assumed to remain at £40,910 in 2018/19. As in 2017/18, it is suggested that the budget is used to fund revenue works under specific item headings, as shown in Table 2 below.

Item	Allocation	*
Parking	£2,500	Funding to be divided equally between
Signs and road markings	£1,500	
Speed Limit Assessments	£1,000	
Minor Maintenance Works	£35,910*	
TOTAL	£40,910	

en the six divisions. Requests for works to be batched, with a gang being procured on an ad-hoc basis to carry out the works

Table 2 – Suggested Revenue Maintenance expenditure for 2018/19

3. OPTIONS:

3.1 The Local Committee is being asked to approve a forward programme of highway works for Tandridge, as set out in this report.

4. CONSULTATIONS:

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

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

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The Medium Term Financial Plan 2017 - 20 sets out a reduction in the projected countywide budget for capital Integrated Transport Schemes (ITS) of £36,363 in 2018/19 and £36,363 in 2019/20. This report has used these reduced levels of capital funding to develop a programme of capital improvement schemes in Tandridge.
- 5.2 It has been assumed that the Local Committee will receive a similar level of devolved revenue funding for 2018/19 as it received this financial year.
- 5.3 If there is a significant change in the Local Committee's devolved budget it is proposed that the Area Highway Manager, in consultation with the Local Committee Chairman and Vice-Chairman agree a revised programme of highway works for 2018/19. A further report will be presented to a future meeting of the Local Committee to inform members of the changes.
- 5.4 The Local Committee's devolved highways budget is used to fund works which are a priority to the local community. A number of virements are in place or suggested to enable the budget to be managed so as to enable the programme to be delivered in a flexible and timely manner.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

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

7. LOCALISM:

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

8. OTHER IMPLICATIONS:

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

8.1 Crime and Disorder implications

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

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8.2 Sustainability implications

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

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The report sets out the proposed programme of highway works for Tandridge for 2018/19 – 2019/20, to be funded from the Local Committee's devolved capital and revenue budgets. It is recommended that the Local Committee agree the programme as set out in section 2 of this report and Annex 1 of this report. It is further recommended that delegated authority be approved to enable the Area Highway Manager, in consultation with the Local Committee Chairman and Vice-Chairman, to agree a revised programme of highway works for 2018/19 should there be a change in the Local Committee's devolved budget.

10. WHAT HAPPENS NEXT:

10.1 Officers will progress schemes and deliver works for 2018/19, and will update Members at future meetings.

Contact Officer:

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

Consulted:

Annexes:

Annex 1: Integrated Transport Schemes Programme 2018/19 – 2019/20

Sources/background papers:

Medium Term Financial Plan

ANNEX 1

TANDRIDGE INTEGRATED TRANSPORT SCHEME (ITS) PROGRAMME 2017/18 & 2018/19

Scheme/Title	2018/19			2019/20 ¹			Comments
	D	C N	Budget Allocation	D	C N	Budget Allocation	
Roffes Lane, Chaldon - speed limit reduction	•	•	£4,000				Request from resident to reduce speed limit to 30mph raised by previous Divisional Member. Measured mean speeds comply with policy for speed limit reduction.
Halliloo Valley Road / Woldingham Road / Bug Hill - junction improvement		•	£15,000				Measures to address road safety at junction
Buxton Lane / Salmons Lane, Caterham - pedestrian facilities near existing mini-roundabout	•		£4,500		•	£20,000	Would benefit children on route to Audley, St Francis and De Stafford schools
Wheeler's Lane, Smallfield - extension of 20mph zone	•	•	£4,000				Request from Divisional Member to extend 20mph zone west to include entrance to Centenary Hall, as a result of concerns raised by school following collision.
Haxted Road, Lingfield - speed limit reduction	•	•	£6,000				Member question to Local Committee September 2015. The recorded speeds comply with the requirements of the policy for a speed limit reduction to 40mph.
Buxton Lane, Caterham - pedestrian facilities in vicinity of Portley Lane				•		£5,000	Request from member of the public. Heavily used by school children on route to Audley, St Francis and De Stafford schools.
Location to be confirmed - speed limit reduction				•	•	£5,000	Location to be confirmed following prioritisation of survey data.
Small safety and improvement schemes (including signs, road markings and Stage 3 RSAs)			£2,863			£6,363	
			£36,363			£36,363	

Notes

¹The programme for 2019/20 is indicative and subject to confirmation. Costs may change following design

KEY:

• D = Design

• C = Construction

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)



DATE: 8 DECEMBER 2017
 LEAD OFFICER: ZENA CURRY, AREA HIGHWAY MANAGER

SUBJECT: HIGHWAYS UPDATE

AREA(S) AFFECTED: ALL DIVISIONS

SUMMARY OF ISSUE:

This report summarises progress with the Local Committee's programme of Highways works from their devolved budget, for the current financial year 2017/18. It also provides information on developer funded schemes, and centrally funded maintenance schemes.

RECOMMENDATIONS:

The Local Committee is asked to note the contents of this report.

REASONS FOR RECOMMENDATIONS:

Programmes of work have been agreed in consultation with the Committee, and the Committee is asked to note the progress of the Integrated Transport Scheme programme and revenue maintenance expenditure. It is also asked to note the work that is being carried out on the centrally funded maintenance schemes.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Following the reductions in the Local Committee's capital and revenue budget, as agreed at Cabinet on 28 March 2017, the Local Committee agreed the revised capital and revenue programme for 2017/18 under the "Highways Forward Programme 2017/18 – 2018/19" paper that was presented to the 23 June Local Committee.
- 1.2 This report provides information to the Local Committee on the progress of the capital and revenue highway works programme. It also provides information to the Local Committee regarding progress on road safety schemes and schemes that could be potentially funded (either wholly or in part) by developer contributions.
- 1.3 **Annex 1** provides updates on the Integrated Transport Schemes, road safety schemes, developer funded schemes and the parking review.

2. ANALYSIS:

2.1 Local Committee finance

The Tandridge Local Committee has delegated highway budgets for the current Financial Year 2017-18 as follows:

- Capital: £36,000
- Revenue: £40,910
- **Total: £76,910**

In addition to the delegated highway budgets above, highway officers within the local area office are continuing to look for other sources of funding for schemes that have been identified within the Integrated Transport Scheme Programme. As a result funding has been secured from Section 106 developer funding for improvements to pedestrian crossing facilities on Banstead Road, Caterham outside Le Personne retirement housing.

The budgets delegated to Local Committee are in addition to budgets allocated at County level to cover various major highways maintenance and improvement schemes, including footway/carriageway resurfacing, the maintenance of highway structures including bridges, culverts and embankments, and the maintenance of safety barriers.

2.2 Local Committee capital works programme

Progress on the approved Local Committee funded capital programme of highway works in Tandridge is set out in **Annex 1**. It also provides an update on schemes being progressed using developer contributions, the Road Safety Team and the Parking Review.

2.3 Local Committee revenue works programme

Under the “Highways Forward Programme 2017/18 – 2018/19” report presented to the Local Committee on 9 December 2016, the Local Committee agreed that the Area Highway Manager, in consultation with the Local Committee Chairman and Vice-Chairman, be able to vire the revenue maintenance budget between the revenue maintenance headings shown in **Table 1**.

The Parking Project Team Leader confirmed that the £2,500 previously allocated within the revenue maintenance allocation for a contribution to the parking review was no longer required. As a result the Area Highway Manager in consultation with the Local Committee Chairman and Vice-Chairman agreed that the £2,500 previously allocated to the parking review be vired to support the Minor Maintenance Works budget and that this £2,500 be split equally between the 6 divisions.

Table 1 Revenue Maintenance Allocation 2017-18

Item	Allocation (£)	Comment
Parking	£0	£2,500 previously allocated as a contribution to the parking review has been reallocated to Minor Maintenance Works (Community Gang).
Signs and road markings	£1,500	e.g Weight restriction sign - Holland Lane, Oxted. 20mph repeater signs – St. Piers Lane, Lingfield. “Unsuitable for HGV’s” – Hollow Lane, Dormansland. Halliloo Valley Road – side road ahead signs.
Speed Limit Assessments	£1,000	Surveys carried out on A22 Godstone Rd, Whyteleaf. Church Lane, Oxted and Kings Cross Lane, South Nutfield.
Minor Maintenance Works (Community Gang)	£35,910 (+£2,500 reallocated from parking)	Various minor maintenance work, carried out following enquiries raised by the public/Members. Funding to be divided equitably between six divisions. Schemes identified by the Maintenance Engineer as needing to be carried out for highway safety are prioritised. A gang has been procured on an ad-hoc basis to carry out these works.
TOTAL	£40,910	

An allocation of £35,910 (plus the £2,500 reallocated from parking) is provided for minor maintenance works such as cutting back hedges/vegetation, siding out verges and clearing trees. This allocation is managed by the maintenance engineer and works that are identified as needing to be carried out for highway safety are prioritised.

2.4 Parking

An update on the parking review is provided in **Annex 1**.

Other highway related matters

2.5 Customer services

The total number of enquiries received by Surrey Highways between January and September 2017 was 90,788, an average of 10,088 per month. This is a slight reduction in the average compared against the first six months of 2017, which was 10,880 per month. However, this is in line with the seasonal trend where the summer months tend to generate fewer enquiries.

For Tandridge specifically, 10,760 enquiries have been received since January, 5,598 (52%) of which were directed to the local area office for

www.surreycc.gov.uk/Tandridge

action, of these 97% have been resolved. This resolution rate is slightly above the countywide average of 95%.

Table 2 below shows the number of enquiries received between January-September 2017 compared to the number received during the same period in 2016.

Table 2 Customer Enquiries

Period	Surrey Highways: Total enquiries (no.)	Tandridge: Total enquiries (no.)	Local Area Office: Total enquiries (no.)
Jan-Sept 2016	114,082	8,387	4,846
Jan-Sept 2017	90,788	10,760	5,598

Despite the number of enquiries to Surrey Highways decreasing overall from 114,082 between January to September 2016 to 90,788 over the same period in 2017, the number of enquires to the Local Area Office has increased from 4,846 between January to September 2016, to 5,598 over the same period in 2017.

The Service is currently working to improve information on the Surrey County Council website to allow more customers to self-serve and reduce the need for them to contact Surrey Highways about routine matters. The recent improvements to the online reporting have seen a reduction in the number of duplicate reports received. Further developments are also being implemented to improve the experience for those customers using mobile devices.

2.4 Major schemes

As well as the work being carried out under the delegated budget, a major scheme has also been completed on the A22 Eastbourne Road, north of South Godstone, to improve highway drainage. This location was subject to regular flooding, which posed a danger to road users.

2.5 Centrally funded maintenance

The Operation Horizon Team programmes of major maintenance works for 2017-18 for the Tandridge area are now published on Surrey County Council's website here:

<https://www.surreycc.gov.uk/roads-and-transport/highways-information-online/horizon-highway-maintenance-investment-programme>

The major maintenance works to be carried out in Tandridge in 2017-18 include, footway/carriageway resurfacing, the maintenance of highway structures including bridges, culverts and embankments, and the maintenance of safety barriers.

2.6 Road safety

The Road Safety Working Group meets every 6 months to review personal injury collision data provided by Surrey Police. The Road Safety Working Group is attended by Surrey County Council Road Safety Engineers, Surrey County Council Highway Engineers and Surrey Police. An update on road safety schemes that have been identified by the Road Safety Working Group and are being progressed by the Road Safety Team is provided in **Annex 1**.

2.7 Passenger Transport

There are no Integrated Transport Schemes that directly contribute to improvements in passenger transport.

However the provision of improved pedestrian crossing facilities in Banstead Road, Caterham which is a scheme being funded through developer contributions, will help improve pedestrian access to local bus stops. The feasibility report for this scheme is complete and consultation with the local member and district councillor has been carried out. Work on this scheme will continue once developer contributions for this scheme have been released by Tandridge District Council to Surrey Highways.

2.8 Other key information, strategy and policy development

Surrey County Council submitted the following schemes for funding from the Community Infrastructure Levy;

- Road safety outside Burstow Primary School
- A22 corridor improvements (M25 J6, South Godstone, Blindley Heath)
- A22 corridor improvements (Whyteleafe and Caterham)
- Felbridge (A22, A264) junction improvements
- High Street/Plough Road/Dormans Road/Hollow Lane, junction improvement
- Redehall Road, Smallfield – alternative traffic calming measures.

At the Tandridge District Council Planning Policy Committee that was held on 16 November 2017, it was decided not to provide Community Infrastructure Levy funds for the above schemes at this time.

3. OPTIONS:

- 3.1 No options to consider at this stage. Officers will revert to the Chairman, Vice Chairman and Divisional Member or indeed the Committee as appropriate, whenever preferred options need to be identified.

4. CONSULTATIONS:

- 4.1 None at his stage. Officers will consult the Chairman, Vice Chairman and Divisional members as appropriate in the delivery of the programmes detailed above.

5. FINANCIAL IMPLICATIONS:

- 5.1 The financial implications, in regards to the delegated budgets is detailed in section 2.1 to 2.3 above.

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

6. WIDER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications
Equality and Diversity	No significant implications
Localism (including community involvement and impact)	No significant implications
Sustainability (including Climate Change and Carbon Emissions)	No significant implications
Corporate Parenting/Looked After Children	No significant implications
Safeguarding responsibilities for vulnerable children and adults	No significant implications
Public Health	No significant implications

7. CONCLUSION AND RECOMMENDATIONS:

- 7.1 Progress on the programme of Integrated Transport Schemes, the revenue works programme, road safety schemes, developer funded schemes and the parking review is set out in section 2 and **Annex 1** of this report.
- 7.2 Section 2 also summarises the customer enquiries that have been received, major scheme projects and centrally funded maintenance schemes.

8. WHAT HAPPENS NEXT:

- 8.1 The Area Team Manager will work with Divisional Members, the Chairman and Vice-Chairman to deliver this Financial Year's Divisional Programmes, as set out under section 2.1 to 2.3 of this report and detailed under Annex 1.

Contact Officer:

Anne-Marie Hannam, Senior Traffic Engineer, South East Area Team, 03456 009 009.

Consulted:

Not applicable.

Annexes:

Annex 1 – Summary of progress

Background papers:

- Report to Tandridge Local Committee 23 June 2017 “Highways Forward Programme 2017/18 – 2018/19”.
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CAPITAL ITS IMPROVEMENT SCHEMES		
Project: Tandridge Lane, Tandridge		
Detail: School safety measures	Division: Oxted	Allocation: 8,000 (2017/18)
Progress: Vehicle activated signs are to be installed in Tandridge Lane this financial year, in the vicinity of St Peter's Church of England Infant School.		
Project: A25 Westerham Road, Limpsfield		
Detail: Speed limit reduction	Division: Oxted	Allocation: 4,000 (2017/18)
Progress: A petition was presented to Tandridge Local Committee in March 2015 to reduce the speed limit on the A25 Westerham Road from the Kent/Surrey boundary to the 30mph speed limit in Limpsfield, from derestricted to 50mph. Speed surveys have been carried out and the results of the survey comply with Surrey's Policy for a speed limit reduction to 50mph. Kent County Council has been consulted and are not proposing to progress a speed limit reduction on the section of the A25 between the Kent/Surrey boundary and the 30mph speed limit terminals west of Westerham. A reduction in the speed limit of the Surrey section of the A25 east of the Kent/Surrey boundary to the 30mph speed limit in Limpsfield is to be implemented in Quarter 4 of this financial year.		

CAPITAL ITS IMPROVEMENT SCHEMES		
Project: Farleigh Road/Harrow Road, Warlingham		
Detail: Junction improvement remedial works	Division: Warlingham	Allocation: £4,000 (2017/18)
<p>Progress: Works to replace the existing traffic calming in Farleigh Road with a combination of road tables and cushions as well as the installation of a mini-roundabout at the junction of Farleigh Road/Harrow Road were carried out in 2016/17. Following a Stage 3 Safety Audit, remedial works to include additional bollards and signing adjustments are to be carried out on this scheme in December 2017.</p>		
Project: High Street, Dormansland		
Detail: Pedestrian crossing points	Division: Lingfield	Allocation: £,3,000 (2017/18)
<p>Progress: Following a petition that was submitted to the June 2016 Local Committee, pedestrian crossing points have been constructed on High Street, Dormansland. A Stage 3 Road Safety Audit is to be carried out on this scheme when any snagging works will also be identified.</p> <p>The majority of this scheme is being funded by the developer funding acquired from the Mulberry Mews development.</p>		

CAPITAL ITS IMPROVEMENT SCHEMES

Project: High Lane, Warlingham

Detail: Vehicle restriction

Division: Walingham

Allocation: £3,000
(2017/18)

Progress:

Work to introduce a “No Motor Vehicles” restriction on part of High Lane was completed however a bollard installed as part of these works was vandalised. Further work is to be carried out to provide a more robust bollard to reduce the possibility of the bollard being vandalised in the future is to be carried out.

Project: Redehall Road, Smallfield

Detail: Alternative Traffic Calming Measures

Division: Lingfield

Allocation:

Progress:

Five options for alternative traffic calming measures in Redehall Road have been developed. Agreement has been reached with Burstow Parish Council to progress Option 2A, should funding become available. It should be noted that there is currently no funding available to progress this scheme, which remains on the ITS list for consideration for future funding. A bid was submitted to Tandridge District Council for Community Infrastructure funding in order to progress this scheme, however this bid was unsuccessful.

Project: Godstone Road, Whyteleafe

Detail: speed limit amendment

Division: Caterham Valley

Allocation: £2,000
(2017/18)

Progress:

An anomaly between the Speed Limit Order and the location of the existing terminal speed limit signs has been discovered. It is proposed to amend the existing Speed Limit Order this financial year in order to resolve this anomaly.

CAPITAL ITS IMPROVEMENT SCHEMES		
Project: Halliloo Valley Road/Woldingham Road/Bug Hill		
Detail: Junction improvement	Division: Warlingham	Allocation: £4,500 (2017/18)
<p>Progress: Initial design work has been carried out and a number of options for improvements to this junction have been drawn up. Consultation with the divisional Member, regarding a preferred option, is currently being carried out.</p>		
Project: Pendell Road/Bletchingley Road		
Detail: Speed limit reduction	Division: Godstone	Allocation: £3,500 (2017/18)
<p>Progress: A petition that was submitted to the Local Committee in June 2016 requesting that the derestricted speed limit in Pendell Road be reduced. Speed surveys have been carried out and the survey results comply with Surrey's Policy for a speed limit reduction to 40mph. A reduction in this speed limit is to be implemented in Quarter 4 of this financial year.</p>		
Project: Small Safety Schemes		
Detail: As below	Division: As below	Allocation: £4,000 (2017/18)
<p>Titsey Road, Titsey. – works to install red surfacing and speed limit roundels to encourage drivers to reduce their speed on the approach to the start of the existing 30mph speed limit, is to be carried out by the end of this financial year.</p>		

POTENTIAL DEVELOPER FUNDED SCHEMES

Project: Oak Grove (Oaklands Hospital Site)

Detail: Pedestrian Crossing Improvements

Division: Caterham Hill

Progress:

Section 106 funding was collected from the Oak Grove (Oaklands Hospital) site to provide improvements to pedestrian crossing facilities in the vicinity of the development. A meeting was held with the divisional Member to look at a number of locations where improvements to pedestrian crossing facilities have been requested. Following this meeting the provision of a pedestrian crossing facility in Banstead Road has been designed and the divisional Member and District Councillor consulted on the proposed crossing. An application for a release of some of the S106 funding was submitted to Tandridge District Council on 5th October 2017, however confirmation of the release of the funding for this scheme has not been received. Once this confirmation has been received the scheme will be progressed.

Any S106 funding remaining following completion of the above works could be used to meet a request from Chaldon Village Council to further investigate the feasibility of providing measures to assist pedestrians in Rook Lane near Chaldon Common Road, subject to the agreement of Tandridge District Council.

ROAD SAFETY TEAM SCHEMES

Project: Newchapel Road, Lingfield

Detail: New yellow-backed chevron signs

Division: Lingfield

Progress:

This scheme is currently with the road safety team to progress and complete by the end of this financial year.

PARKING

Progress:

The 2016 review is substantially complete, with some minor snagging works remaining.

The report for the 2017 review was presented to the local committee on 22 September. Some minor adjustments of the proposals are taking place, particularly in relation to waiting restrictions related to the closure and redevelopment of the Ellice Road car park in Oxted, prior to advertisement.

Note: Information correct at time of writing (22/11/17)

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 8 December 2017

LEAD OFFICER: David Curl – Parking Team Manager (SCC)
Jacquie Joseph Parking Services Manager, Reigate & Banstead Borough Council

SUBJECT: On Street Parking Enforcement Update

DIVISION: All inTandridge District Council



SUMMARY OF ISSUE:

Local Committees have a scrutiny role for the on street parking enforcement service in their area and a share of any surplus income that is raised.

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

RECOMMENDATIONS:

The Local Committee is asked to:

- (i) Note the report.

REASONS FOR RECOMMENDATIONS:

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

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

The Local Committee can contribute towards these objectives in partnership with the borough enforcement team.

1. INTRODUCTION AND BACKGROUND:

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

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

- 1.2 In terms of governance and scrutiny, the Cabinet agreed that Local Committees would have an oversight role in terms of on street parking enforcement.
- 1.3 Local Committees already make decisions about new parking restrictions and this will continue. Parking reviews will involve a separate report.
- 1.4 The aim of parking enforcement is to achieve compliance with the restrictions that are in place across the district. Restrictions must be enforced fairly and in accordance with the operational guidance for Civil Parking Enforcement contained in the Traffic Management Act 2004.
- 1.5 Reigate & Banstead Borough Council (R&BBC) undertake parking enforcement activities within Tandridge District under an agency agreement with Surrey County Council. The Borough Council is currently solely liable for any financial deficit.
- 1.6 R&BBC aim to achieve operational efficiency and value for money providing a fair and adequate enforcement service if possible at no net cost. I.e. the income from fines covers the cost of providing the service. This has proved difficult to achieve in recent years and under the agency agreement with the County Council the deficit is met by R&BBC.
- 1.7 Until recently R&BBC also enforced Tandridge off street car parks. However earlier this year a procurement exercise was conducted by Tandridge District Council for the enforcement of their off-street car parks which resulted in Sevenoaks BC being awarded an enforcement contract from the beginning of September 2017.

2. ON STREET ENFORCEMENT ACTIVITIES

- 2.1 Reigate & Banstead Borough Council undertakes a range of enforcement activities under the agency agreement.
- 2.2 Enforcement officers are deployed across the district, covering core enforcement hours from 8:30am until 6:00pm. Any enforcement activity outside of these hours is possible through staff overtime, which is at a higher cost.
- 2.3 Some restrictions, such as yellow lines and residential permits, can be enforced immediately; the vehicle will need to be in clear violation of a restriction by parking on a yellow line or failing to display a valid parking permit.
- 2.4 Limited waiting bays are used in commercial and residential areas to ensure turnover and deter commuter parking. Enforcement cannot be undertaken immediately as no ticket is displayed to show the arrival time for each vehicle. Instead the Civil Enforcement Officer (CEO) is required to log all the vehicles in a particular area and then return later in the day. Only then can they undertake enforcement if it is clear that the vehicle has overstayed the waiting limit. This is a time consuming process for the CEO's.
- 2.5 There are now four dedicated Civil Enforcement Officers allocated to Tandridge District and so at least three are deployed on most days, focusing on the main towns throughout the core enforcement hours and ad-hoc weekends.

Town centres (Oxted, Caterham, Whyteleafe, Lingfield, Woldingham)

- 2.6 This is where the majority of enforcement is undertaken because there are a higher proportion of restrictions in the town centres and these consequently require a larger proportion of enforcement resource in the District.
- 2.7 Parking enforcement is carried out in the town centres to achieve compliance with parking and waiting restrictions that will help maintain traffic flows and support access to businesses and services. This service is particularly valued by small business owners, as the restrictions ensure turnover in parking spaces along the main high streets.

Villages or local shopping parades

- 2.8 Parking enforcement in outlying areas and villages is important; however the greater travelling time required means less frequent enforcement is possible.
- 2.9 As these areas do not have the same level of resources as the town centres, it is recognised that there is a perception that they are forgotten. Each area receives regular visits and the times and roads visited are logged by the enforcing officer. Additional targeted enforcement is also undertaken when evidence of any parking issues are reported to the team.
- 2.10 However, it is important that resources are targeted where they are most effective, in order to increase income and minimise the cost of enforcement activities. The ability to deploy staff more easily without having an impact of normal enforcement duties will assist in reducing the perception of lack of enforcement.

Schools

- 2.11 We work with schools, the Surrey Highways and Surrey Police whenever possible to target parking enforcement outside schools where it is needed.
- 2.12 The team seeks to provide advice and guidance when visiting schools. However, penalty charge notices will be issued where appropriate, particularly where vehicles are parked on zig zag markings.
- 2.13 School enforcement has some unique challenges. The presence of the enforcement officers often disrupts usual parking patterns, which resume when the team is not present. It is not possible to provide enforcement outside every school, every day, due to other enforcement commitments. However, when there are issues that have been highlighted, the enforcement team will work with Surrey County Council to identify wider issues and potential solutions (travel plans, alternative travel transport).
- 2.14 Other methods of enforcing school keep clears are being considered. However, there is a cost that would need to be considered to ensure that the improvements in equipment or other products did not place an unbalanced financial burden on the stakeholders.

Residential areas

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- 2.15 Parking restrictions in residential areas, including permit areas, will be patrolled as required or in response to reported problems. Councillors and residents are encouraged to report any hot spots to the Council.
- 2.16 CEO's can enforce obstruction of 'official' drop kerb crossings and pedestrian crossing points. This will require the permission of the property owner to request enforcement action. If the property owner does not contact the Council to request enforcement action, the Council is unable to take any action. The Council seeks to respond to these requests as soon as possible.
- 2.17 The Council have improved the communication with residents to ensure that they are clear what can be enforced by the Council and giving them the options to contact the Police where the use greater or immediate powers of enforcement are required.

Suspensions and Waivers

- 2.18 There may be occasions, such as utility works or home improvement schemes, where a company or individual requires an existing parking restriction to be suspended or waived for a fixed period.
- 2.19 R&BBC undertakes all the administration in relation to these requests, including application, payment and issuing of suspensions and waivers. These are being processed in a timely manner and the Council are continually looking to improve the method in which customers apply, pay and have the approval for suspensions and waivers processed.
- 2.20 This is undertaken in accordance with the scale of charges set out in the county councils parking strategy.
- 2.21 In order to operate this process effectively a notice period is needed. The Council therefore requires a minimum period of 10 working days from request of application to allow processing and cleared payment prior to the suspension period.

Events affecting the highway

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

Lines and Signs

- 2.24 It is the responsibility of Surrey County Council to ensure that the lines and signs are enforceable. Reigate and Banstead Council will undertake unforeseen emergency work on behalf of Surrey County Council.
- 2.25 Enforcement activity cannot be taken if the lines and signs are not visible (i.e. faded or covered by detritus). This is particularly challenging in the autumn when leaf fall occurs district-wide in a very short space of time.

3. ENFORCEMENT CHALLENGES AND IMPROVEMENTS

- 3.1 Two extra CEO's have been allocated to enforce in Tandridge since the beginning of March 2017, bringing the total to four. This effectively means there are have been at least three CEO's on duty most days, allowing for leave etc. There has been a noticeable increase in the number of PCN's being issued and fewer complaints about poor compliance with parking restrictions. A number of locations nominated by the Committee have been also given priority:
- Woldingham – The Crescent
 - Caterham – Croydon Road (centre, at shops- co-op and Waitrose service Road)
 - Caterham – Parking on roundabout/centre square (outside dry cleaners)
 - Caterham – Railway station (taxi parking)
 - Caterham – Harestone Valley Road (taxi parking)
 - Caterham – Croydon Road (by Wapses Lodge roundabout outside Marden Lodge School)
 - A25 Obstructive parking blocking pedestrian access
 - A22 Blindley Heath – (between Smith & Western pub and j/w Ray Lane)
 - Godstone Green
 - Bletchingley – A25 Barfields junction with Castle St (parked vehicles obstructing sight lines)
 - Warlingham Green
- 3.2 The additional CEO's were initially taken on as a trial in March 2017 but given the positive early results this will be carried on indefinitely. In the six months since March, 2515 PCN's were issued, twice as many as the equivalent period March-September 2016 when 1221 were issued. The total number of PCN's issued in Tandridge over the last 12 months is shown in Annex 2.
- 3.3 The additional PCN's provide additional income to cover the cost of the extra resources, however this should be a factor in the 2017/18 accounts rather than the 2016/17 data reported here.
- 3.4 Sunday enforcement remains a demand in areas such as in Limpsfield Rd (and some side roads) between Warlingham and the Croydon boundary (Tithepitshaw Lane). We are working with stakeholders to ensure that enforcement deployment meets the demands in these areas. Therefore, intelligence surround the times when matches etc are on become paramount to ensuring effective enforcement

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- 3.5 Requests have been made for an additional enforcement officer which could be paid for via Parish Council contributions. This is being evaluated at the moment to see what could be possible.
- 3.6 Reigate & Banstead introduced new ways of improving the enforcement service. This included:
- Using additional enforcement officers as described above.
 - Purchasing new vehicles. This may include the introduction of small motorbikes to enable faster, more flexible deployment of enforcement resources.
 - Increasing the enforcement activity undertaken outside of 'normal' operating hours. This is in response to feedback that a number of double yellow line locations require enforcement in the early mornings and more frequently during the evenings. At present the effectiveness of the enforcement during these times are heavily dependent on whether people are willing to volunteer for overtime, but the additional resource referenced above will mean the service can respond more frequently and flexibly.
 - A review and improvement of the back office systems to enable a more efficient service. Improved information and guidance has been provided on the website and the wording on penalty charge notices has been reviewed to promote online appeals above other channels. Reigate & Banstead also offer online and automated telephone payments services, which are available 24 hours a day.
 - The online system enables customers to view their cases in real time and appeal on-line. It also enables the customer to appeal on-line. However, this has a higher application costs to the service.
- 3.7 The efficiency of the on street enforcement service would increase significantly if vehicles were required to display a ticket showing their arrival time, in the same way as parking in off street car parks. This would enable enforcement offers to immediately determine if vehicles had overstayed and carry out enforcement. At present at least two visits are required, and as stated earlier in the report, the process is resource intensive.
- 3.8 There is an ongoing review of the parking enforcement arrangement in the county that could also lead to greater efficiency benefits. These could start to materialise during 2018/19 with the introduction of new parking enforcement agency agreements.

4. CONSULTATIONS:

- 4.1 Feedback and intelligence from local Councillors is extremely helpful in identifying enforcement priorities. The fastest way to report illegal or inconsiderate parking, and request enforcement activity, is through the online form, with information sent immediately to the parking enforcement team:
http://www.reigate-banstead.gov.uk/info/20150/parking/465/report_inconsiderate_parking

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The purpose of enforcing waiting restrictions is to help achieve compliance with restrictions and not to raise income although we try to manage the service with without operating at a deficit.
- 5.2 If a surplus is generated for the district parking account it has been agreed that it will be split:
- 60% to the local committee
 - 20% to the enforcement authority (district council)
 - 20% to the county council
- 5.3 Any surplus generated from managing on street parking can only be used as defined under S55 of the Road Traffic Regulation Act 1984 (as amended). This restricts use of any surplus for the maintenance and/or improvement of the Highway including environmental works or additional parking provision.
- 5.4 There was no surplus generated in 2016/17. The outturn summary for the on street parking account in Tandridge District Council and is shown in Annex 2.
- 5.5 There are a number of challenges that impact on the costs and income of on street enforcement in Tandridge, most significantly it is a large, rural district with towns spread across the district.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 Effective parking restrictions and enforcement can assist accessibility for those with visual or mobility impairment by reducing instances of obstructive parking. Parking restrictions also allow blue badge holders better access to shops and services through the provision and enforcement of disabled bays.

7. LOCALISM:

- 7.1 Communities are represented by local Councillors, who are involved in the decision making process to change or introduce new parking restrictions.

8. CRIME AND DISORDER IMPLICATION:

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

9. CONCLUSION AND RECOMMENDATIONS:

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- 9.1 Changes to the use of the highway network, the built environment and society mean that parking behaviour changes. It is necessary for a Highway Authority to carry out regular reviews of waiting and parking restrictions on the highway network and provide adequate enforcement. This will help to:
- Improve road safety
 - Increase access for emergency vehicles
 - improve access to shops, facilities and businesses
 - Increase access for refuse vehicles and service vehicles
 - Ease traffic congestion
 - Better regulate parking
 - Increase on-street compliance
- 9.2 This report provides a summary of the enforcement activities undertaken by Reigate & Banstead Borough Council, under agreement with the County Council. The report focuses on the performance during 2016/17 and the Local Committee is asked to note the report.

10. WHAT HAPPENS NEXT:

- 10.1 Local Committee can consider these arrangements and set up a further meetings to interact with the enforcement team as appropriate.

Contact Officer: Jacquie Joseph, Reigate & Banstead Borough Council
David Curl, Team Manager, SCC Parking Team

Annex 1 – Annual On Street Parking Return
Annex 2 – On Street Parking Key Performance Indicators
Background paper:

Annual on-street car parking return**Summary**

Authority name	Reigate & Banstead in Tandridge District Council
Financial year	2016/17

REVENUE EXPENDITURE	£137,639.20
REVENUE INCOME	£106,954.83

NET DEFICIT	<u>£30,684.37</u>
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Surplus share:		£
SCC	20%	N/A
Local Area committee	60%	N/A
Local Authority	20%	N/A

NET DEFICIT	30,684.37
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Penalty Charge Notices Issued for On Street Parking Contraventions

Tandridge District between Nov 2016 and Nov 2017

Street	Town	PCN's Issued
Croydon Road	Caterham	447
Station Road West	Oxted	297
Gresham Road	Oxted	283
Station Road East	Oxted	205
Timber Hill Road	Caterham	180
Crescent Road	Caterham	148
Un named Serv Rd 1	Caterham	132
Johnsdale	Oxted	126
Station Approach (Oxted)	Oxted	126
Granville Road	Oxted	96
Godstone Road (Caterham)	Caterham	83
High Street (Caterham to Hill)	Caterham on the Hill	82
Mount Pleasant Road	Caterham	77
Station Road (Whyteleafe)	Whyteleafe	76
Amy Road	Oxted	75
Beatrice Road	Oxted	69
Poplar Walk	Caterham on the Hill	59
Godstone Road (Whyteleafe)	Whyteleafe	57
The Green (Warlingham)	Warlingham	50
Chaldon Road	Caterham on the Hill	48
Hoskins Road	Oxted	47
Church Lane (Oxted)	Oxted	41
Church Road (Whyteleafe)	Whyteleafe	41
Bluehouse Lane	Oxted	40
High Street (Lingfield)	Lingfield	38
The Square (Caterham)	Caterham	36
Station Avenue	Caterham	34
Coulsdon Road	Caterham on the Hill	33
Glebe Road	Warlingham	32
High Street (Old Oxted)	Oxted	31
Station Road (Lingfield)	Lingfield	31
Church Road (Woldingham)	Woldingham	28
Church Walk (Tandridge)	Caterham	28
Court Farm Road	Whyteleafe	28
Meldrum Close	Hurst Green	27
ESSENDENE ROAD	Caterham on the Hill	26
East Grinstead Road	Lingfield	23
Limpsfield Road (Warlingham)	Warlingham	22
Eothen Close	Caterham	19
Godstone Road (Lingfield)	Lingfield	18
Harestone Hill	Caterham	18
Court Road (Tandridge)	Caterham on the Hill	17
Townend	Caterham on the Hill	16
Stafford Road	Caterham	15

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Wheelers Lane	Smallfield	14
Station Approach (Whyteleafe)	Whyteleafe	13
Banstead Road	Caterham on the Hill	12
Westway	Caterham on the Hill	12
Beechwood Gardens	Caterham	11
Chichele Road	Oxted	11
East Hill Road	Oxted	11
Hillbury Road	Whyteleafe	11
Homestead Road	Caterham on the Hill	11
Nelson Road	Caterham on the Hill	11
WHEELER AVENUE	Oxted	11
Redehall Road	Smallfield	10
Dormans Station Road	Dormansland	9
Greenhurst Lane	Hurst Green	9
Oakley Road	Whyteleafe	9
Paddock Way	Hurst Green	9
Westerham Road	Oxted	9
Westhall Road (Warlingham)	Warlingham	9
Westway 1 Hr Bays	Caterham on the Hill	9
Cromwell Road (Tandridge)	Caterham	8
New Lodge Drive	Oxted	8
Rockfield Road	Hurst Green	8
Court Bushes Road	Whyteleafe	7
Hurstlands	Hurst Green	7
Salisbury Road (Tandridge)	Godstone	7
Harestone Valley Road	Caterham	6
Whyteleafe Hill	Whyteleafe	6
Clareville Road	Caterham	5
Eden Way	Warlingham	5
Homesdale Road	Caterham on the Hill	5
Hurst Green Road	Hurst Green	5
Newchapel Road Service Road	Lingfield	5
Park Road (Caterham o t Hill)	Caterham on the Hill	5
STATION RD CATERHAM	Caterham	5
Beechwood Road	Caterham	4
Commonwealth Rd	Caterham	4
Eldon Road	Caterham on the Hill	4
Essendene Close	Oxted	4
Farleigh Road	Warlingham	4
Francis Road	Caterham on the Hill	4
Headland Way (Lingfield)	Lingfield	4
High Street (Dormansland)	Dormansland	4
High Street (Godstone)	Godstone	4
Markfield Road	Caterham	4
Searchwood Road	Whyteleafe	4
Snatts Hill	Oxted	4
Stanfords Place	Lingfield	4
Bridgeham Way	Smallfield	3
Greenhill Avenue	Caterham	3
Heath Road	Caterham on the Hill	3
Hornchurch Hill	Whyteleafe	3
Tillingdown Hill	Caterham	3
Unnd Serv Rd 2 (Hamsey Gn)	Warlingham	3

BAKERS LANE	Lingfield	2
Birch Avenue	Caterham on the Hill	2
Ellice Road	Oxted	2
Elm Road (Tandridge)	Warlingham	2
Hunters Chase	Godstone	2
Jenny Lane	Lingfield	2
PETER AVENUE	Oxted	2
Shelton Avenue	Warlingham	2
Uvedale Road	Oxted	2
Vicarage Road	Lingfield	2
West Street (Dormansland)	Dormansland	2
White Knobs Way	Caterham	2
WOODLAND COURT	Oxted	2
Avenue Road (Tandridge)	Caterham on the Hill	1
Barrow Green Road	Oxted	1
Bletchingley Road	Nutfield	1
Cromwell Grove	Caterham	1
Detillens Lane (Tandridge)	Oxted	1
Farningham Road	Caterham	1
Godstone Road (Oxted)	Oxted	1
Gun Pit Road	Lingfield	1
HALLSLAND WAY	Hurst Green	1
Markville Gardens	Caterham	1
Money Road	Caterham on the Hill	1
Park Road (Oxted)	Oxted	1
Pollards Oak Road	Hurst Green	1
Saxby Hill (Lingfield)	Lingfield	1
Selbys	Lingfield	1
Stanley Street	Caterham on the Hill	1
THE CRESCENT, CATERHAM	Caterham	1
THE CRESCENT, WOLDINGHAM	Woldingham	1
Tithepit Shaw Ln (Whyteleafe)	Whyteleafe	1
Tupwood Lane	Caterham	1
Unknown	Unknown	1
Westhall Road (Whyteleafe)	Whyteleafe	1
Wood Lane	Caterham on the Hill	1
Total		3817

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 8 DECEMBER 2017



LEAD OFFICER: SARAH WOODWORTH, PARTNERSHIP COMMITTEE OFFICER

SUBJECT: LOCAL COMMITTEE COMMUNITY SAFETY FUNDING UPDATE

DIVISION: ALL TANDRIDGE

SUMMARY OF ISSUE:

The Local Committee has a delegated budget of £3,000 for community safety projects. At the Local Committee meeting on 23 September 2016, the Local Committee agreed to a new process for allocating these funds, with the aim of giving the committee greater oversight of the expenditure and ensuring better value for money for projects that help to achieve the county's community safety priorities

This report provides an update on a project which took place in the summer of 2017 and information on the successful funding bids and how the money has been allocated for 2017/18.

RECOMMENDATIONS:

The Local Committee (Tandridge) is asked to:

- (i) Note the report.

REASONS FOR RECOMMENDATIONS:

To ensure that the Local Committee is aware of the allocation of community safety funding to local Tandridge projects for 2017/18 and their expected outcomes.

1. INTRODUCTION AND BACKGROUND:

1.1 Prior to 2016, the Local Committee had historically chosen to passport its delegated community safety funding to the local Community Safety Partnership (CSP) to assist in their efforts to tackle crime and anti-social behaviour on behalf of residents.

1.2 Following countywide analysis of the projects that were funded through CSPs and the outcomes achieved, the Local Committee agreed that the local CSP and other local organisations, should firstly be invited to provide an outline of any prospective projects, and that the decision on which projects to fund be delegated to the Community Partnerships Team

Manager, in consultation with the Chairman and Vice-Chairman of the Local Committee.

- 1.3 To assist CSPs in identifying suitable projects, the following criteria has been used
- (a) Results in residents feeling safer
 - (b) Has clear outcomes that align with the priorities of the Local Committee and/or the CSP
 - (c) Is non recurrent expenditure
 - (d) Does not fund routine CSP activities (e.g. salaries, training)
 - (e) Is not subsumed into generalised or non-descript funding pots
 - (f) Does not duplicate funding already provided (e.g. domestic abuse services, youth work, transport costs, literature which could be co-ordinated across all CSPs)

2. ANALYSIS:

Community Safety Funding 2016/17

- 2.1 In 2016/17, the committee agreed to use community safety funds to address concerns around anti-social behaviour around Caterham on the Hill via a weekly youth club. Difficulties sourcing a suitably qualified youth worker resulted in the launch being deferred, and in consultation with the then Local Committee Chairman, Vice-Chairman and the County Councillor for Caterham, it was agreed to defer a project, and to instead run a number of activity days during the summer holidays, still aimed at young people and families in the Caterham on the Hill area.
- 2.2 Over the summer, Surrey Family Services in partnership with Tandridge District Council and partner agencies ran a summer programme for vulnerable and at risk young people who live in the Caterham on the Hill area. This was developed in response to localised concerns in respect to anti-social behaviour that had occurred in the area. The programme built on the service's experience of delivering similar programmes across Tandridge in previous years but sort to work specifically in Caterham on the Hill.
- 2.3 The summer project aimed to provide an initial point of contact for young people in the Caterham on the Hill to provide some activities and engagement opportunities and something fun to do. The principle aim of the project was to seek to build relationship with young people that were viewed to be at risk in the area and then to seek ongoing engagement with young people through access to a local youth centre and the ongoing opportunities for personal development that this presents. This provision will be provided primarily through the Street Youth Centre.
- 2.4 The programme ran over 3 days and included a 'Music and Media' day which included activities such as photography, graffiti arts, media makeup,

music and the iBus. A 'Fitness' day which included circuit training, tag rugby, giant inflatable football table, dance and the iBus and finally a 'Healthy Living' day, which included a Smoothie bike, Fitness, Movement to Music, Arts and crafts and the iBus.

- 2.5 The summer programme provided an excellent opportunity to engage with vulnerable young people in the Caterham on the Hill area in a wide variety of fun and engaging activities, with 20-30 young people attending each day. This has provided Family Services with the opportunity to build relationships with these young people and then engage them in ongoing activities at the Street Youth Centre. This element of the programme has been really successful with 12 new young people attending the centre as a result of the service's work over the summer. The project engaged hard to reach young people who do not attend the youth centre and Family Services were able to promote other services to them. The programme has also identified further opportunities to develop work in Caterham on the Hill which may be progressed in the New Year.

Successful bids for 2017/18 funding

- 2.6 In June 2017, the Local Committee again agreed to retain the £3000 community safety funding, and invite local bids for it, with the decision on successful projects being taken by the Community Partnership Manager, in consultation with the Chairman and Vice-Chairman of the Local Committee. Three applications were received, and all three were supported by the Chairman and Vice-Chairman. The applicants have since received confirmation that their bids were successful.

Street Talk £2000- Funding for 2 youth workers

Street Talk is a detached youth work programme where youth workers go into the heart of a community, once a week for up to 3 hours, working with Police and other agencies to identify "hotspot" areas where vulnerable young people are at risk of being targeted with Child Sexual exploitation and/or maybe involved in crime and antisocial behaviour. The programme is expected to engage with approximately 50 young people.

Autistic specific parenting programme - £350 (total cost £700)

Tandridge Family Team have identified that they receive a large number of referrals that have been generated as a result of the police being called to homes where an assault/disturbance has been called that is directly related the autistic/ADHD driven behaviour of a young person and the parental response. There is currently no specific training that looks at providing parents with de-escalation techniques that focus on the specific needs of autistic young people.

The funding will allow for a trainer to devise an autistic specific parenting programme that will focus on providing tools and support for parents who are experiencing violent behaviour in the home as a result of autistic behaviour. This will include a teaching pack and materials for a 4 session parenting programme, a staff training day on the programme for the Tandridge Family

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Team and the delivery of the parenting programme by the trainer with 2 members of staff in attendance to learn the delivery of the programme so the work can continue.

The remaining cost of the project will be met through Members Allocation funding.

Safe Drive Stay Alive - £ 650

Safe Drive, Stay Alive is an emotionally engaging and thought provoking theatre based education production, coordinated by Surrey Fire & Rescue Service, working with emergency services partners and members of the public, which aims to raise road safety awareness amongst young people and positively influence their attitudes to driving. Performances are designed to engage an audience of new and novice young drivers who are a high risk group on the UK's roads. Safe Drive Stay Alive aims to make young people aware of their responsibilities as road users and the wide ranging and potentially devastating consequences should these not be taken seriously. The ultimate aim is to reduce the number of road traffic collisions involving young people and the number of deaths and injuries amongst this at risk driver group.

The funding will allow for 650 pupils from Tandridge secondary schools to attend the production.

3. OPTIONS:

3.1 Not applicable as report for information.

4. CONSULTATIONS:

4.1 The Chairmen and Vice Chairman of the Local Committee were consulted on each application.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 None arising from this report. This report is for information.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 None arising from this report. This report is for information.

7. LOCALISM:

7.1 The successful projects in this report are projects that support the County Council's strategic goal of enhancing resident experience.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below
Sustainability (including Climate Change and Carbon Emissions)	No significant implications.

Corporate Parenting/Looked After Children	No significant implications.
Safeguarding responsibilities for vulnerable children and adults	No significant implications.
Public Health	No significant implications

8.1 Crime and Disorder implications

The committee's funding for local community safety projects enables the CSP and/or other local organisations to help to promote safety, reduce crime, and tackle antisocial behaviour and raise awareness of safer practices and behaviours.

9. CONCLUSION AND RECOMMENDATIONS:

The Local Committee (Tandridge) is asked to

- (i) **Note the report.**

10. WHAT HAPPENS NEXT:

- 10.1 A summary of the projects and the outcomes will be provided in the Community Safety funding update Local Committee report in December 2018.

Contact Officer:

Sarah Woodworth, Partnership Committee Officer.
Contact number 01737 737422

Sources/background papers:

Report to Local Committee (Tandridge) 23 September 2016
Report to Local Committee (Tandridge) 23 June 2017

