

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (TANDRIDGE)

DATE: 07 MARCH 2014

SUBJECT: FORMAL PUBLIC QUESTIONS

DIVISION: CATERHAM HILL, WARLINGHAM, OXTED



1. Flooding on Park Road, Caterham

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

There appears to be two main causes of the flooding:

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

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

Response:

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

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

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

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

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

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

Contact Officer:

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

2. Commuter parking on Hurst Green Road

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

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

Response:

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

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

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

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

Contact Officer:

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

3. Pavements in Meadway, Farleigh Road and Limpsfield Road

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

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

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

Response:

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

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

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

Contact Officer:

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

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

Response:

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

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

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

Contact Officer:

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