



**SURREY COUNTY COUNCIL
LOCAL COMMITTEE IN EPSOM & EWELL
22 June 2015**

MEMBER QUESTIONS

**Question 1 Cllr Jan Mason
Re: Trip hazards from highway tree roots**

On a fairly regular basis Borough and County Councillors receive complaints about uneven pavements and trip hazards caused by the roots of highway trees.

1. Does Surrey Highways have an inspection process for root damage to footpaths, particularly in residential streets, and if so how regular are inspections?
2. What action is undertaken to resolve root damage and does it include the removal of the roots or the trees themselves?
3. What is the best way for residents and councillors to report the problem?
4. Can I have the latest data for insurance claims as a result of footway trip hazards due to root damage?

I am particularly concerned in regard to the root heave in Shawford Road, Chesterfield Road and Fulford Road.

Officer Response:

1. The Surrey Highways inspection regime is based on a hierarchical system in accordance with the level of pedestrian usage - this means that the higher category roads are inspected more frequently than those of a lower category. As such, the frequency of inspection is determined by the category of a specific footway.

Our inspectors would normally report all defects/trip hazards that meet our safety intervention levels; including tree root damage. Tree root related defects are not recorded separately.

2. There are two repair options:
 - Overlay the footway 'smoothing' any roots out and creating a small hill over the affected area.
 - Dig out the existing black, being careful not to damage the roots, and then replace the footway material, to reduce any rampage on the footway.

As one would expect, over time, the roots may grow and disturb the footway again - but our annual or more frequent scheduled inspections would identify that.

Generally, SCC will only remove a tree if there is a significant risk, i.e. the footpath is blocked or significantly obstructed with no alternative footway.

3. Tree root damage, like all other defects on the highway, should be reported via the usual means – The SCC website or by contacting the contact centre via email or telephone.
4. According to our records, since the start of 2010, there has only been one claim that has specifically been identified as a pavement trip due to tree roots.
5. The trees in Shawford Road are small to medium size specimens and the majority are not causing any issues with the adjacent footpath. There will likely be an occasional root that crowns and distorts the adjacent path surface. In these situation it is common practice to carry out a footway patching repair, that is likely to also include cutting away the root causing the surface distortion and will not affect the tree.

The trees in Chesterfield Road are large trees that have been constrained from growing to their full potential size by periodic reduction in their crown size. Never the less these trees have increased in girth to occupy a significant amount of footway space in addition to the grass verge where they were originally sited. In these situations the Local Maintenance Engineer has to determine priorities. They have to determine whether the spatial benefit of having large trees on the footway justifies their retention against any risk to pedestrians. The problem in Chesterfield is twofold with surfacing distortion and trunk buttresses that encroach into the path. Both of which are potential hazards to pedestrians.

There are three options in Chesterfield:

- i, Fell the trees; grind the stumps and undertake major footway resurfacing works.
- ii, Carry out planned repairs to the defective sections. This means repairing both safety and cosmetic defects.
- iii, Continue with the status quo – periodic inspection and repair of safety defects in accordance with the SCC safety matrix.

Trees in Fulford Road are planted at the back edge of the curb in planting pits constructed into the path as there is no verge in this road. The commonest cause of trees dying in footpaths is when the path encapsulates the tree base against a curb allowing no access for water to enter the soil. This is not usually a problem where a verge is adjacent to a path.

There are numerous small to medium size specimens, one cherry in particular has become quite large. For the most part, the trees are not a problem to the footway, but where issue do occur the Maintenance Engineer has to consider the contribution that the individual tree makes. The corrective action required; and the likely effect on the tree. If carrying out a patch and a minor root has to be removed, it is unlikely the tree will be adversely affected. However in the case of a large Cherry where multiple of roots need to be removed there are two possible options, either felling the tree or ramping the path around the tree base

Question 2 Cllr Tella Wormington
Re: Residents Parking Scheme

Recently I have been approached by a lot of residents who are frustrated and upset about the apparent lack of action on consulting and implementing residents parking schemes.

In order that I can inform residents of the timescales currently being operated by Surrey Highways will the officers please provide a detailed timetable of the current RPZ Review starting with the initial request by Councillors and including the decision to investigate by the

Local Committee, the consultation periods, the final decision by Local Committee, the legal advertising and the final implementation after the painting of the lines and putting up of signs.

Officer Response:

The Local Committee agreed in September 2014 to employ Atkins to do the analysis work on the areas where Residents Parking Zones (RPZ) had been requested. After officers had discussed the full brief and arranged for them to provide the service, Atkins carried out the beat surveys during February. Their report was made available on 25 March 2015 and at the Informal Local Committee meeting on 22 April it was agreed to discuss the report at the next Parking Task Group meeting.

It was not possible to arrange a meeting of the Task Group before the Borough Council elections in early May and it would not have been appropriate to carry out public consultations during the election Purdah period.

The membership of the Parking TG needs to be agreed by the Committee at this meeting and a meeting will be scheduled for the end of June/early July. The Task Group will agree which of the schemes investigated by Atkins are appropriate to be considered for the next stage which is to determine whether residents are in favour of a scheme for their road or not. Atkins will complete the survey work, before final recommendations are brought back to the Local Committee to agree which schemes can proceed to the formal advertisement stage.

The formal advertisement of schemes will be for a minimum of 28 days, following which the feedback will have to be analysed prior to a decision, either under officer delegated powers or by Committee on which schemes should be agreed. The detailed design work will then need to be completed, the works ordered, signs and bay markings installed and the Traffic Regulation Orders made. Finally, residents will have to apply for the appropriate permit.

It was made clear by officers at the Committee meeting in September that it could possibly take up to two years to implement any agreed schemes, as has previously been the case for other RPZs, due to the extra work involved which is not required for yellow line parking schemes.

**Question 3 Cllr Tella Wormington
Re: Church Road Residents Parking scheme**

Residents feel that there is not enough parking in the evening in Zone E and have requested an additional parking space on Hawthorn place just after the Church road junction outside Trueloves funeral services (this is currently double yellow lines)

Officer Response:

Double yellow lines were specifically introduced here to allow funerary vehicles to park in this location as they are exempt from the double yellow line restrictions - to introduce one more bay in the road would prevent the funeral parlour from being able to use this facility.

The single yellow line restriction only operates from 9am to 5pm, to allow any additional overnight parking in the area. There is also a parking bay near the funeral parlour which is restricted during the day, but again in the evening, allows residents to park here.

**Question 4 Cllr Tella Wormington
Re: West Street Road Surface**

West Street road surface is in considerable disrepair, (as it has been since the Dalmeny Way development when repair work was not enforced) and residents are concerned about road safety particularly for cyclists and motorcycle users because of the unevenness of the surface. Can resurfacing work for scheduled for this road?

Officer Response:

West Street, between High Street and Wheelers Lane, and also Rosebank, are both due to be resurfaced as part of the Operation Horizon programme. They are scheduled for resurfacing in either 2016-17 or 2017-18. In the meantime we will inspect these roads for Safety Defects and arrange repairs as appropriate.

**Question 5 Cllr Tella Wormington
Re: West Street pavement camber**

Near the junction of West Street with the B280, there is a considerable camber on the pavement, which is making use of this pavement precarious for wheelchair and mobility scooter users. Could remedial work for this part of the pavement be considered?

Officer Response:



The camber can be improved by reducing the height of the footway surface so that it is aligns with the existing kerb height albeit with a slight gradient to maintain water run-off. This can be delivered during the current financial year.

**Question 6 Cllr Tella Wormington
Re: Lintons Lane Development - Lintons Lane and Victoria Place road repair work**

The condition of Lintons Lane and Victoria Place roads has suffered significantly from the heavy goods and works traffic related to the Lintons Lane development. As this development is nearing completion, can you confirm that the developer will complete repair work to these roads before development is completed and if so, when this is scheduled?

Officer Response:

An officer from Transport Development Planning will inspect the condition of the road and we will take appropriate action if it can be proved that the damage has been done by the developer. Victoria Place is due to be resurfaced as part of the Operation Horizon programme. It is scheduled for resurfacing in either 2016-17 or 2017-18. The Local Committee has funding that may be allocated for resurfacing Lintons Lane, if the Local Committee considered the resurfacing of this road to be a high enough priority. The Local Committees funds for Highways works are fully committed for the current Financial Year

2015-16. This means the earliest that the Local Committee could allocate funding for resurfacing Lintons Lane would be 2016-17. In the meantime we will inspect these roads for Safety Defects and if they are not the responsibility of the developer, arrange repairs as appropriate.

Question 7 Cllr Tella Wormington
Re: Hook Road Parking

Hook Road No loading on double yellow lines around the Islamic centre: Parking around the Islamic centre in Hook road is causing issues. Could no loading be implemented on the double yellow lines in the immediate vicinity of the centre?

Officer Response:

This sounds like an enforcement issue. Obviously, vehicles should not be parked on a double yellow line for any significant period of time anyway. If this restriction is not being adhered to, it is unlikely that a loading restriction will work any better, unless the issue is with disabled drivers. Epsom and Ewell Borough Council carry out the enforcement on behalf of Surrey County Council - they should therefore be contacted regarding any enforcement issues.

It should be remembered that drivers can allow passengers to board and alight on double yellow lines and vehicles can load and unload - a loading restriction may also cause problems with residents requiring deliveries themselves.

Question 8 Cllr Tella Wormington
Re: Blue Badge use enforcement

Residents have raised concerns about the number of on street parking places being used by Blue badge holders. Rather than restrict blue badge parking, could you provide an update on what enforcement of Blue Badge holders is currently being carried out and if additional enforcement could be implemented?

Officer Response:

Blue badge holders are entitled to park on a yellow line (unless it has a loading restriction), for anywhere up to three hours - they can also park in unlimited or time limited parking bays for as long as they like. If a blue badge is registered to a vehicle and properly displayed in the windscreen it very difficult to carry out any kind of enforcement.

If the blue badge is being misused, then this would need to be investigated separately and reported to the blue badge team at Surrey CC - blue badges can be revoked if it is felt that they are being misused.

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