



SCC LOCAL COMMITTEE (WAVERLEY) 13 March 2020

AGENDA ITEM 6

WRITTEN PUBLIC QUESTIONS

1. Cllr Maxine Gale, Waverley Borough Councillor for Milford, will ask the following question:

“Station Lane Milford:

(a) There is without doubt a serious problem with the integrity of the highway drainage system between Church Road and the River Ock. As we have experienced recently, the surface water sewer is overloaded during rainfall, consequently it lifts the manhole cover and the water courses down the highway pooling and flooding just before the Ock bridge, making both the highway and pedestrian pavement impassable on foot, bicycle and in some instances car.

Could Surrey County Council therefore carry out:

- (i) a CCTV survey of the surface water sewer and all gully connections and carry out the necessary repairs to alleviate any further flooding;
- (ii) establish the location of the outfall pipe of the SWS at the River Ock and ensure that any silt at the outfall is cleared to enable the surface water sewer to freely discharge?

(b) Are there any plans to provide gullies along the section of Station Lane between the River Ock and Upper Sattenham? The water flowing on the highway downhill towards the Ock Bridge collects and floods the road.”

2. Mr Julian Wilson will ask the following question:

“River Ock Behind Busdens Way:

I have lived in Busdens Way for 17 years now, over that time no work has been carried out on the River Ock or any of the ditches that feed into it. Over the last few years we have increasingly been aware of the river getting much higher after heavy rainfall. If there are sustained periods of heavy rain it bursts its banks which it never used to do.

Last winter and this winter the river has reached a depth and width we had never seen before and recently the river was lapping at the edge of our lower patio for the first time ever.

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If we follow the River down to behind our garage (100m down the road) the river is incredibly shallow in places, barely a few inches deep as it is so silted up. The woods near Dower House where the footpath goes from the end of Busdens Way to Dower House floods every time there is slightly heavy rain as the pipe below the path is blocked and the ditches either side are completely full.

We are very worried that with the proposed Golf Course Development and the extra run off this will cause that the river will burst its banks every time it rains and potentially flood the bottom of our garden and sheds all the time.

Could Surrey County Council therefore carry out:

- 1) Dredging of the River Ock along its entire length all the way to Godalming.
- 2) Dredge all the ditches in the surrounding woodland and clear out the drain pipes under the path so it stops flooding.
- 3) Clear out the Culverts under the Station Lane Bridge so the water can flow away quicker.
- 4) Sort out a management plan so this work is carried out on a regular basis?"

3. Zoe Collier will ask the following question:

"When are Surrey County Council going to clear the culverts under the bridge on Station Lane in Milford, as these blockages are preventing the free flow of water downstream and contributing to the flooding of my and neighbours' private property upstream on the River Ock?"

Frank Apicella, SCC Area Highway Manager (South West), will give the following answer to Questions 1, 2 & 3:

"The Station Lane Milford drainage issue was first identified and added to the October 2016 Godalming Task Group. The scheme was identified as a maintenance funded item and not part of the capital expenditure.

Station Lane also forms part of the wet spot programme (Wav007) with a score of 107 and is currently with the flood resilience team for further investigation and design.

The highway drainage system is ultimately wholly reliant upon rivers for its discharge, by way of pipes, culverts, ditches, etc. All of the ditches and gullies around Milford end up in the River Ock, so when the river levels are high, the outfalls from the highway drainage systems will end up being under water, and unable to discharge, hence everything backs up.

The dredging and general maintenance of rivers is the responsibility of the Environment Agency, whilst the Water providers are responsible for surface water sewers. Both of which are used by the highway drainage system for drainage of the public highway.

In order to facilitate some early works, the SCC Structures team has already carried out an assessment and their recommendation is to remove a tree / vegetation from the site, to enable silt and debris removal from under the bridge. Land ownership on each side of the bridge also requires further investigation in order to facilitate any future drainage schemes on private land.

At the present time the river level is very high and the surrounding area to wet to enable any works to be carried out, hence any clearance work would have to wait until the water level drops and the ground dries out. Any works carried from the bridge would require a road closure, whilst care is also needed in the area not to damage the existing sewer pipe which runs alongside the bridge.”

4. Mrs K Smyth will ask the following question:

“What steps are being taken by Surrey County Council to stop the escape of water onto the carriageway and pavement from land belonging to Crown Golf at Station Lane, Milford? This discharge also results in a great deal of sand and silt being spread onto the pavement.”

Frank Apicella, SCC Area Highway Manager (South West), will give the following answer:

“The legal team have issued enforcement letters to the Golf Club asking them to desist discharging water onto the public highway. They have recently commenced carrying out ditching works around their boundary, and hopefully this will greatly improve the current situation. Highways will continue to monitor the situation.”

5. Mr Phillip Law, on behalf of residents of Jumps Road, Churt, will ask the following question:

“Churt and Frensham Parish Councils have unanimously expressed their preference for a rural clearway at Jumps Road, Churt to address the significant and worsening on-street parking issues. As a consequence of very recently learning of Surrey Highways’ recommendation for limited double yellow lines, the residents commissioned an experts’ technical report in respect of that recommendation, a copy of which has already been shared with Local Committee members together with a petition of local residents supporting the recommendation of Churt and Frensham Parish Councils.

Question: Why, in light of the above, is the only recommendation submitted by Surrey Highways that of the double yellow line proposal which is one that is clearly unlikely to work and indeed, could well make matters worse?

As a result, the residents would kindly request that the recommendation not be approved by the Local Committee at this time to enable full and proper consideration of alternative proposals.”

Jack Roberts, SCC Parking Team Engineer, will give the following answer:

“Thank you for your detailed report requesting a rural clearway to be introduced on Jumps Road. I have saved this on file.

Jumps Road and the issues regarding parking in the vicinity of the Sculpture park were assessed as part of the 2020 Waverley Parking Review. As you may know, we have a proposal for a 'no waiting at any time' restrictions (double yellow lines) on the south side of Jumps Road along the inside of the bend by the Sculpture Park, extending from the Hotel's car park entrance to the driveway to property 'Woodside'. This is a significant length of restriction covering the most hazardous part of the bend, which is always the inside of the bend (the shortest curve). Parking along the inside of a bend is what impacts on sight lines the most and is always the more crucial of the two sides.

Parking directly outside the Sculpture park's entrance on flattened ground takes place without encroaching onto the asphalt carriageway, so that was not deemed to be affecting traffic flow or sight lines in terms of the few cars parking in that way. However, it is understood (as shown in the photos in your report) that additional parking in large numbers away from this entrance area does start to encroach onto the asphalt carriageway, reducing the width for traffic to pass each other. However, with the inside of the bend significantly protected for quite some distance, this is believed to be the priority proposal to make as part of this review, as it will help to mitigate the impact of the overall parking in this part of Jumps Road.

Bacon Lane and Priory Lane, where the existing clearways are, have significantly harder rural extents of their carriageways, meaning vehicles need to be parked almost entirely on the asphalt surface, which is what has led to those roads being completely blocked to the point where no one can physically get past in some situations. However, Jumps Road has a much softer rural extent of its carriageway, meaning vehicles can drive and park partly over its flattened extents if they need to. Therefore, stopping all parking entirely is not deemed to be absolutely necessary at this stage, or best for the area as a whole. A clearway would effectively create close to 100% displacement of all parked vehicles, and as the wider area is completely unrestricted, there is no limit to where vehicles could displace to, and there are many locations nearby that are potentially more hazardous for parking should it begin where it has never been before.

Should the proposal for double yellow lines be approved at local committee on 13 March, it would be subject to advertisement and I will let the parish council know when that has started. Should the lines be approved for installation following advertisement, we have the option to consider narrow primrose yellow lines to be respectful to the area's rural appearance. Any introduced parking restrictions will also be subject to review and amendment as part of future parking reviews of Waverley.”