



## MINUTES OF MEETING

HELD AT BRAESIDE on 23<sup>RD</sup> MAY 2016

Present: Chris Lovelace, Chairman (CL)  
Steve Bull, Treasurer (SB)  
Linda Bennett, Secretary (LB)  
Allen Moat (AM), Lee McDermott (LM), Trevor Sykes (TS), Dave Wood (DW),  
Dotty Davis (DD)

Apologies: John Howard

1. Minutes of meeting held on 7.2.16 were agreed and signed by the Chairman.
2. Meeting with Mary-Ann Edwards, Countryside Access Officer, Surrey County Council (SCC) on 15.03.16 in Johns Road: Ms Edwards walked the length of the road to view its condition. LB read e-mail from Ms Edwards who agreed that SCC are likely to make a contribution towards resurfacing as we are a Bridleway (possibly 10%). We should obtain quotes for this work and send them to her for authorisation. We can put in speed ramps but should leave a gap in the middle for horses/cyclists. For public safety the road will have to be closed during work and they will erect signs.

As a Private Road we are allowed to erect Speed/No Parking signs etc. Johns Road starts where the new Paynesfield Road tarmac ends. #To deter speeding and for residents' safety we could also put up white posts on either side of the road to denote Private Road (similar to those erected by Councils when entering a village with low speed limit).

3. a) LM had contacted the Recycling Officer for Waste Management at Tandridge District Council who replied as follows:

*"Thank you for your enquiry about waste collections in Johns Road Tatsfield. Johns Road is currently serviced by both our standard waste collection vehicle, a Mercedes Econic with a gross weight of 26,000kgs and also by a smaller Garwood with a GW of 16,000kgs. The smaller Garwood vehicle is required as there is very limited access to 2-3 properties at the north eastern end of the road. If the access could be improved, possibly including a turning area, it would allow our standard waste collection vehicle to collect from all the properties in the road. This would have both a financial and environmental benefit. Our contractor has also reported concerns in the past about the condition of the surface of Johns Road, from its junction with Paynesfield Road for a distance of approximately 150m. Their concern was such that the surface could cause significant wear and tear to their collection vehicle. "*

Some residents have also had a visit from Tandridge DC to say that the waste collection operatives find it difficult to pull the wheelie bins along the road to their vehicle and it may be that in future residents will have to take their wheelie bins to the top of the road for collection.

b) Following an emergency call-out at night when the fire engine could not travel the length of the road, contact was made to Surrey Fire and Rescue Service who replied as follows:

*“Following my visit yesterday I can confirm that the present road surface, width and overhanging trees on the hill section of Johns Road would cause difficulties for access to those properties on the hill to our appliances. Although I am confident we would be able to tackle a fire in one of these properties our attendance time and speed of 'getting to work' would be compromised.*

*My suggestion to improve access for the Fire Service would be to level out and widen the road and cut back overhanging trees and vegetation.”* The low undercarriage of fire engines would also prove a problem with the road's current state.

c) LM had been unable to obtain a response from Surrey Ambulance Service.

4. Signage. AM had prepared a mock up sign indicating that we are now a Private Road and this could be fixed to the Johns Road sign – cost £45. We would also need a 'Johns Road' sign and 'Private Road' sign at the bottom of the road. Suggestion that if we erect the white posts # we could affix signs to that as they would be more visible.

We would also need a 'No Parking Please – Residents Only' sign at the top of the road on right hand side; a 'No Parking Please – Turning Area' sign (on posts) for the layby to enable emergency/delivery/residents to turn; Two signs (top and bottom of road) to the effect '5mph – Caution Ramps, Walkers, Horses' .

Final wording to be agreed and then sent to SCC for approval.

We could also erect a 'Neighbourhood Watch Area' .

There are several Signage companies on the internet, one of them being run by ex service personnel with RBLI – [www.britainsbravestmanufacturing.org.uk](http://www.britainsbravestmanufacturing.org.uk)

Suggestion that all signs should be of matching appearance which would also improve the appearance of the road and add value to properties.

We would need an initial amount in the bank to pay for the signs and all present agreed to contribute £50 for this purpose (total £400). SB will let us know when the bank account is finalised and how we should pay.

5. Discussion on whether we could obtain grants from Tatsfield Parish Council (TPC), SCC, and Tesco Community. TPC gives grants to provide services to residents and where there is a real need for financial assistance. Generally this is to Sports Clubs etc and doubtful it includes private roads. SCC gives grants ranging from £10k to £33k where applicants have to pay half – applications have to be in by 15<sup>th</sup> July for a decision in October, which would mean the work being done at the wrong time of year in winter. SB will look into the Tesco Comm. grant.

6. Investigations with Land Registry showed that owners of the woodland adjoining the lower part of the road live in Barnes. LB will write to them asking if they will prune back the overhanging greenery to facilitate emergency vehicles. Further investigations with Land Registry needed to determine ownership of grass verges and rights of way.

7. Road Surfacing. An example of road surfacing work involved and possible costs appended below. Quotes have been received from three contractors for resurfacing the top of the

road to the end of the layby (excluding the layby) and alongside the woodland to the concrete surface.

Discussion of what Type 1 surfacing would cost (unable to have speed ramps) – LB to contact the three companies for further quotes. Discussion on ramps - ?tarmac, granite, or metal strip. When these quotes are received all quotes to be sent to SCC for perusal and authorisation. It is intended that information will be sent out to all residents when we have a firm proposal, in advance of a general meeting.

To get some idea of what people would be prepared to contribute to the cost, SB had prepared slips indicating various price ranges. Anonymously, those present ticked which price range they felt appropriate and total agreed was that approximately £8,500 would be forthcoming from those present.

8. Neighbourhood Watch (NW). DW had discussed setting up a NW scheme in Johns Road with Surrey Police. They were impressed that Johns Road had set up a Residents' Association and offered to come to our next general meeting and spend 30mins talking about the scheme and giving out stickers etc. DW will co-ordinate this and send out any alerts.

Having a NW scheme could mean cheaper House Insurance with some companies.

9. Thames Water. Following a note put through your door recently **please let LB know** if you cannot locate the stopcock in your front garden or if it is silted up and impossible to turn off. Thames Water can come and locate it or possibly replace it at no charge.

*In the event of a water leak indoors, do you know where your outdoor main stopcock is? Following a call out to Johns Road, the Thames Water engineer suggested that it might be a good idea for all residents to check that they know where their stopcocks are and, also, whether they could access them and turn them off in the event of an emergency. Apparently Thames Water no longer keeps cards/plans of where household stopcocks are and, being a country road, it is likely that properties have been built on land of older properties and may share a stopcock.*

*If you do not know where your stopcock is then it is possible for Thames Water to use equipment to find it and, if there are several residents in this situation, maybe Thames Water could make one visit to help all those residents.*

*In view of a recent emergency call out to the Fire Service, it would also be good to know where the Fire Hydrants are. There is one in the front garden of Hornbeams (marked by a white post near the drive), but there is probably one higher up the road and also lower down.*

Three fire hydrants are known to exist - at the top of the road; between Pinewood / Braeside; and in Hornbeams' front garden. If there are others please let LB know (Hornbeams).

10. JRRA Constitution. The final wording will be signed at the next meeting, by which time it is hoped that HSBC will have finalised the opening of our bank account and we can include the accounting year date.

11. LB to send Comm. e-mail addresses to SB.

An example of the road surfacing work involved and costs:-

This is the lower complete section on hill.

Excavate area to a depth of 100mm below finish level. Remove all waste materials from site.

Consolidate with heavy vibrating machine roller.

Over above supply and lay 50mm of 20mm dense bitumen macadam binder course, to all levels, rises and falls

Consolidate when hot with machine roller.

Supply and lay 30mm of 10mm close graded macadam surface course, to all levels, rises and falls.

Consolidate when hot with machine roller.

(Roll in 10mm clean washed pea shingle)

This is the section at the entrance and down the road

Scrape off loose material, remove from site. Over all low and undulating areas, supply and lay a regulating course of bitumen macadam. All laid and compacted to suit surrounding levels.

Scarify and compact sub base

Supply and lay 40mm of 20mm dense bitumen macadam binder course, to all levels, rises and falls.

Consolidate when hot with machine roller

Supply and lay 30mm of 10mm close graded macadam surface course, to all levels, rises and falls.

Consolidate when hot with machine roller

Roll in 10mm clean washed pea shingle

Supply and lay surface course in two layers to form speed ramps (3 No)

Supply and lay 100mm of M.O.T. **Type 1**, to all levels and falls.

Quote costs minus 10% from SCC	Approximate cost per household if 26 households participate	Approximate cost per h/hold if 33 road users participate
£22,411	£862	£679
£23,738	£913	£719
£29,224	£1124	£885

**These Minutes can also be viewed on the Johns Road Residents' Association website**  
[www.johnsroadra.org.uk](http://www.johnsroadra.org.uk)

**For all residents - To reduce the cost of printer ink and paper if you wish to receive future information please send your e-mail address to [info@johnsroadra.org.uk](mailto:info@johnsroadra.org.uk)**

If you wish to contact the Committee please e-mail [info@johnsroadra.org.uk](mailto:info@johnsroadra.org.uk) or write to Linda Bennett at Hornbeams.