

MINUTES: of the meeting of the Mole Valley Local Committee held at 14.00 on Wednesday 9th December 2009 in the Council Chamber, Pippbrook, Dorking

Members Present - Surrey County Council

Helyn Clack, Chairman
Clare Curran – Vice Chairman
Stephen Cooksey
Tim Hall
Christopher Townsend
Hazel Watson

Members Present - Mole Valley District Council

Valerie Homewood
David Howell
Sylvia Sharland
David Sharland
Ann Howarth

[All references to Items refer to the Agenda for the meeting]

PART ONE - IN PUBLIC

43/09 APOLOGIES FOR ABSENCE AND DECLARATIONS OF SUBSTITUTIONS [Item 1]

There were apologies for absence from Jean Pearson and Chris Hunt. Sylvia Sharland is substituting for Chris Hunt.

44/09 DECLARATIONS OF INTEREST [Item 2]

No declarations of interest.

45/09 MINUTES OF THE LAST MEETING [Item 3]

The minutes from the last Local Committee meeting were agreed and signed off by the Chairman.

46/09 PUBLIC WRITTEN QUESTIONS [Item 4A]

All public written questions were responded to in the Local Committee (see Annexe A).

47/09 MEMBER QUESTIONS [Item 4B]

Seven Member questions were received. The questions and answers are set out in Annexe B. There were several supplementary questions with regards to clarity.



- (i) Question regarding Bus Route 465: Will the County Council improve the monitoring of bus routes?
- (ii) Question regarding Children's centres: Can further clarity be given regarding the catchments areas and wards set out in original question? Local Committee and Partnerships Officer to ensure response is given
- (iii) The flooding on the A25 Reigate Road: When will a survey of the pipes be carried out? The Local Highways manager responded that the survey will be carried out in the new year.
- (iv) Question regarding Gritting: Was there local consultation with councillors on gritting schedule? The Committee has agreed to arrange a meeting with relevant officers to ensure consultation is carried out.

48/09 **PETITIONS** [Item 5]

Three petitions were received.

With reference to the Neglect of Trees on Park Rise petition, works have begun to be carried out on the trees by Surrey Highways.

With regards to the Dorking Nursery School Crossing and Parking petition the Local Committee (Mole Valley) agreed:

1. The petition is noted
2. Technical appraisal for pedestrian crossing would be necessary
3. The Chairman of Local Committee to write to Surrey County Council Cabinet regarding reinvestment of capital receipt from the sale of fire station
4. Meeting to be arranged with Dorking Area Forum to discuss Dorking Action Plan by Local Committee and Partnerships officer
5. Local Committee and Partnership officer to arrange Safer Routes to School Team to visit school to develop School Travel Plan

With reference to the Leatherhead Gritting in Chart Down Lane South the Local Committee (Mole Valley) agreed:

1. The petition is noted
2. Chairman of Local Committee to write to Surrey County Council Cabinet member regarding the consultation of councillors in gritting schedules
3. Local Highways Manager to ensure Councillor drop in sessions with Surrey Highways will facilitate gritting consultation

Councillor Cooksey left the Local Committee at 15:00pm and returned at 15:15pm



49/09 **LEATHERHEAD PARKING REVIEW** [Item 6]

This report seeks to acknowledge the result of the formal advertising, which took place in October/November 2009, and to resolve the objections received to the proposed amendments to waiting restrictions.

Councillors commented that they were supportive of the eleven roads that were being progressed and urged that restrictions were implemented soon. The Surrey County Council Highways Authority stated that the works will start within three months from January 2010, and that they will also be looking at the outcomes of Minchin Close restrictions three months from January 2010.

The Surrey County Council Highways Authority stated that they would review parking in Mole Valley in March 2010.

Councillors expressed sympathy with residents of Oaks Close however findings from "access only" restrictions in Tandridge reinforce that this would not be workable in Leatherhead.

RESOLVED

The Local Committee (Mole Valley) agreed:

- (i) The recommendations set out in the revised report

REASON FOR RECOMMENDATION

To ease parking problems in Leatherhead.

50/09 **BYWAYS OPEN TO ALL TRAFFIC REPORT** [Item 7]

This report seeks approval to publish a Notice of the Intention to make a Traffic Regulation Order (TRO) for Byways Open to All Traffic 515 (Shere) known as Beggars Lane, 137 (Abinger) and 137 (Effingham) both known as Drove Road following objections raised at Local Committee in September.

A resident on behalf of the Wotton Parish Council spoke in favour of the TRO.

RESOLVED

The Local Committee (Mole Valley) agreed:

- (i) The recommendations set out in the report

REASON FOR RECOMMENDATION

To seeks approval to publish a Notice of the Intention to make a Traffic Regulation Order (TRO) for Byways Open to All Traffic (BOAT) 515 (Shere) known as Beggars Lane and 137 (Abinger) known as Drove Road. This is to



ensure that the Right of Way is protected from vehicles which cause it damage

51/09 **SPEED AND £1 MILLION FUNDING REPORT** [Item 8]

To receive a report detailing how part of the £1 million is proposed to benefit Mole Valley.

Councillors asked officers where local people can get involved and influence the spending of the £1 million spending.

The Casualty Reduction Officer of Mole Valley highlighted some of the ways the public do influence Drive Smart initiatives through parish council meetings, neighborhood panels, and councilors. The Casualty Reduction Officer highlighted that drive smart initiatives were already active in Mole Valley. Initiatives include Road Education and Enforcement days and sessions, Community Speedwatch and School Speedwatch.

Councillors expressed concern that Vehicle Activated Signs that have already been purchased cannot be repaired due to lack of funding. The Safety Camera Partnership Team Manager assured the Local Committee that discussions were continuing about funds to repair damaged Vehicle Activated Signs.

RESOLVED

The Local Committee (Mole Valley) agreed:

- (i) To note the report and thank the Casualty Reduction officer for the work that is being done in Mole Valley to reduce anti social driving

52/09 **DORKING TO WESTCOTT CYCLE ROUTE** [Item 9]

A report asking the local committee for agreement of the cycle route. The Local County Councillor is supportive of the report, however has concerns over consultation with local residents and recommendation number 5.

RESOLVED

The Local Committee revised the recommendations and agree to;

- (i) Further consultation to be carried out with local residents, councilors, emergency services and between St Johns Road and Milton Court Farm regarding the proposed cycleway.
- (ii) Consultation is carried out with local residents and the emergency services regarding the widening and conversion of the Westcott Road footway between Milton Court Lane and Vincent Lane.



- (iii) Subject to consultation, detailed design and safety approval, the shared footway along Westcott Road, dropped kerbs and associated signing be approved for construction.

REASON FOR RECOMMENDATION

To ensure that a new cycling/pedestrian route between the northern end of St. John's Road, Westcott and Vincent Lane, Dorking is developed. The route would form a missing link of National Cycle Route 22 (NCR22) that currently stops in Westcott, restarting in Dorking.

53/09 **MOBILE SPEED CAMERA FACILITIES ON THE A24 BEARE GREEN** [Item 10]

A report asking the local committee for agreement on speed camera facilities on the A24 in Beare Green.

Local members are supportive of the recommendations and acknowledge the success of mobile speed camera facilities to reduce road traffic incidents.

It was highlighted that the cost of the facility is substantial. The Local Highways Manager has agreed to give an explanation of costs and confirmation of whether the installation needs to go through the Surrey County Councils SHIP contractors. The Local Highways Manager is to communicate this to all councilors.

RESOLVED

The Local Committee (Mole Valley) agreed:

- (i) The recommendations set out in the report

REASON FOR RECOMMENDATION

The installation of two roadside hard standings to allow mobile camera units to be deployed to provide speed enforcement will tackle the high number of road collisions, excessive speeds, and the high level of public concern over these issues along the A24 between Dorking and Beare Green.

54/09 **PROGRESS OF HIGHWAYS REPORT** [Item 11]

To update the Local Committee with exceptional items only.

There are no exceptional items to report.



55/09 **LOCAL COMMITTEE FUNDING** [Item 12]

Members were asked to support the proposals for formal approval from the funding from the Members' Local Allocation. Detailed proposals are outlined in Annexe A to the report:

- £1000 revenue Mole Valley District Council to develop Dorking Girls Football
- £1978 revenue Surrey Lifelong Learning Partnership to purchase laptops for The Hatch project in Fetcham.
- £1500 revenue towards hosting the Leatherhead youth drama festival
- £1000 revenue Surrey Highways to conduct a speed survey in Rothes Road
- £3232 capital Surrey Police to purchase and erect vehicle activated sign in Dorking Holmwoods.

Members are also asked to note five bids that falls below the £1,000 threshold:

- £300 revenue towards two Community Christmas parties organised by the Local Strategic Partnership and Crime and Disorder Reduction Partnership
- £700 revenue for Advocacy In Action to produce information leaflets outlining their work with vulnerable adults
- £950 revenue towards an Easter playscheme for children with learning difficulties and disabilities by the Dorking Challengers Scheme
- £989 revenue to purchase replacement low wattage bulbs for the Dorking Christmas Lights
- £250 revenue to continue the Fetcham Friendship Club for older residents.
- Members are asked to consider an amended proposal from the Rotary Club of Ashtead.

Amended proposal is outlined in Annexe B:

- £1,548 was originally approved on 12 March 2008. The funding had originally been approved to purchase a new wrought iron gate for the entrance to improve security at the Recreation Ground in Barnett Wood Lane. Due to the prohibitive cost of purchasing and erecting a gate and concerns of possible anti social behaviour by people swinging on the gate, the scheme was amended to erect an Archway to improve the area for users and improve planting at the entrance.

RESOLVED

The Local Committee (Mole Valley):

- (i) Approved the proposals detailed in Appendix A totalling £8,710
- (ii) Noted the approval of proposals which fall below the £1,000 threshold totalling £3,189
- (iii) Councillors considered an amended proposal from the Rotary Club of



Ashtead however have deferred the decision until Local Committee on the 3rd March 2010.


- (iv) Approve and note the bids respectfully, tabled at Local Committee;
- £2,000 capital for Surrey Youth Development Team to provide additional financial support required to build a multi sport games area on Capel Recreation Ground.

 - £900 capital for Lower Mole Countryside Trust towards the acquisition of a Land Rover

REASON FOR RECOMMENDATION

The spending proposals put forward for this meeting have been assessed against the County standards for appropriateness and value for money and it is recommended that they should be approved

Meeting finished at 16:30pm



Chairman



Annexe A

Public Questions

Question from Peter Shearmur **Pipp Brook Flooding**

Are the council aware that since this summer's dredging of the Pipp Brook up to the point of the bridge at Bailey Road, but no further, in the cause of the proposed cycle route, the northern bank of the brook has been raised, and the Pipp Brook has effectively been partial dammed at the boundary with Westcott House and Bailey Road?

Residents were assured by the council that flooding dangers were not increased because the brook over-spilt its banks higher up. However, because the channel is now deepened then abruptly raised at the Bailey Road bridge, with a raised field-side bank, flooding to the field has been prevented.

The flow now being altered so that it is deeper, then partially blocked at the bridge, has caused water to overflow on the north bank at Bailey Road to such an extent that residents knee-deep in water have been forced to create a channel by the bridge in an attempt to take the water away from their houses. Further heavy rain at these levels poses even greater threats to property.

Can the council please say what they are planning to do to rectify this situation? Photos will be sent under separate cover.

Response from Rights of Way Officer

Work was carried out earlier in the year by the owner of Milton Court Farm to remove silt, rubbish and overgrown vegetation from a section of the Pippbrook within their ownership, between Watson Road and Bailey Road in Westcott. The meadow on the northern side of this section of the Pippbrook has historically acted as flood plain when the northern bank has been breached following periods of high rainfall. The County Council made a financial contribution to the landowner for part of the work, as it was necessary to cleanse part of the channel to facilitate the installation of a new footbridge to allow residents access from the end of Watson Road. The landowner's contractor placed dredged material on the immediate bank on the northern side. The County Council was informed that he planned to harrow the dredged material in, once it had dried out. A member of staff carried out an inspection of the nearby footpath and stream following the work and was concerned that the dredged material appeared to have raised the level of part of the northern bank. They immediately instructed a County Council contractor to reduce the material back down to the original level, so that during periods of high water, the northern bank would breach well before the southern bank, protecting the properties from the risk of flooding. Inspections have subsequently been carried out during periods of high water and the stream has breached the northern bank as expected, with the water flowing away in an easterly direction along part of FP 111.

The County Council has instructed a specialist to carry out a survey of the stream area and produce an options report regarding the proposed cycle route and local land drainage issues.



Annexe B

Member Questions

Question from District Councillor David Howell, Ashstead Common

Waste Lorries through Ashtead High Street

Residents have noted that Britannia waste lorries which are not fully covered are again routing through Ashtead High Street along the A24. The lorries had more recently been routed through Malden Rushett thus avoiding more densely populated areas. These lorries are not covered and in the dry weather have been reported as spewing unknown waste dust and particles as they pass (often at relatively high speed) through the village.

Response from the Environment Agency

“Waste carriers have a duty of care to ensure that the waste they carry does not cause nuisance or harm to the environment. It is a matter of good practice to ensure that they don't lose waste during transit, ie use the covers most waste vehicles are fitted with. The Environment Agency will ask one of my officers to contact the company in question and remind them of their duty.

Poorly secured loads are also an issue for the police.”

Surrey Police would also encourage members of the public to report incidents to them.

Gas Pipework Replacement in Woodfield Lane Ashtead

Having recently had the road dug up for two services causing severe disruption, it is now time for the gas pipes to be replaced. Residents were extremely critical of the very limited hours actually worked by previous utilities' contractors when undertaking the replacement of services. Out of the normal working day for most residents, the operatives were actually on site for approximately half that time. Residents believe that Surrey County Council are too lax at granting the road closures thus enabling the utility companies to adopt a very disadvantageous method of working as far as the residents are concerned. Can officers please advise what steps are being taken to ensure that things improve and that the delays on this occasion (which currently cover the period up to Christmas) will be kept to a minimum.

Response from Streetworks Manager

Inspections of ongoing works are undertaken by the Community Highways Officer (CHO) for the area. These inspections are generally undertaken on a random sample basis, but additional ad-hoc inspections can also be undertaken. The CHO for Ashtead has therefore been instructed to carry out periodic inspections on these works, with particular regard to working hours as far as possible (daily inspections are unfortunately not feasible, given current resource levels). Any feedback or information on significant periods of non-attendance (ie days or half-days, rather than hour-by-hour) would be welcomed, as this would enable us to challenge the utility on causing undue delays, if appropriate.

With regard to comments on the granting of road closures, I would like to assure Members that almost all utility requests for road closures follow site meetings with



Streetworks Officers, where it has been agreed that a closure is necessary to undertake the works safely – this includes consideration of the safety of the travelling public, residents and of the utility workforce. Where closures are agreed, this often results in the overall planned duration of the works being reduced, as different working practices can be used. Whilst every effort is made to minimise the inconvenience to residents and road users, safety must remain the over-arching concern.

- Have all the emergency services been advised about the work and diversion routes?

Details of road closures and the associated diversion routes are circulated as a matter of course to Surrey Police, Surrey Fire & Rescue and Surrey Ambulance Service.

- Have all the statutory procedures have been followed?

The legal processes necessary for planned road closures are carried out by the Traffic Management Team. This includes the statutory publication of proposed closures in the local press and on site within prescribed timescales, and subsequent publication of confirmation that the Order has been made, in the same manner. The Traffic Management Team have confirmed that these processes were followed for the recent closures of Woodfield Lane.

- Can the resurfacing be completed as soon as possible?

Details of the resurfacing schemes have yet to be finalised by the Area Highways team and the Constructor, and the start date cannot therefore be confirmed at this time. However, they have been provisionally programmed for February 2010, following the completion of the current works by Southern Gas Networks. (Please note that it will be necessary to carry out core sampling on the SGN works prior to the resurfacing works, in order to ensure that any failures to comply with the appropriate standards can be addressed beforehand).

District Councillor David Sharland

- Why had local District Councillors not been informed?

As discussed above, the information on road closures is issued to the Emergency Services, to the Passenger Transport and Traffic Signals Groups and other countywide recipients by the Traffic Management Team. The Local Highways Team advise them on who should also receive copies for information at a local level, and this would include which local Members.

However, it has been acknowledged that more information on forthcoming works by both Surrey Highways and the utility companies should be made available to Members, and a weekly bulletin is now being issued by the East Area Highways Group. This has been running for five weeks, and in the initial trial period is being issued to county Members only, but this may be reviewed in due course. additional information on specific schemes will be provided as and when required.

Parking Restrictions near St John's School Leatherhead

Residents are complaining that the situation is getting worse with more cars on both sides of the road making access even more difficult. This is actually discouraging some residents from shopping in Leatherhead. When will new traffic orders be in place, and in



the meantime is it not possible to liaise with the police in order that severe congestion on a main artery to Leatherhead can be prevented.

Response from Local Highways Manager

It is intended that the formal advertisement of the proposals for the Traffic Regulation Order will be published next month so that a report to consider any objections could be prepared for the Local Committee. As with all Traffic Orders, there is a statutory consultation that needs to take place before advertisement. The work that enables this to happen is nearing completion and it is intended that the adverts will be placed in the local press in October. After a consultation period of 4 weeks it will then be possible to consider any formal objections to the proposals. The objections will need to be considered by the Local Committee in December 2009 or March 2010, after which the detailed design can be finalised and the Traffic Order can be made, provided there are no changes to the scheme that would legally require re-advertisement. It is therefore possible that the Leatherhead area scheme could be reach fruition in Summer 2010. In the meantime, officers will speak to Surrey Police concerning the congestion on the route in to Leatherhead.

Question from County Councillor Hazel Watson, Dorking Hills

465 Bus Service

Given that the County Council subsidises the 465 bus service, what action has been taken in relation to a bus company that terminated its 465 bus service on many occasions at Dorking Railway station instead of Dorking towncentre leaving passengers waiting for hours for buses that did not appear?

Response from Passenger Transport Group

The situation regarding service 465 being curtailed at Dorking station in the off-peak, rather than running through to Townfield Court was totally unsatisfactory. Southbound passengers were ejected at the station and northbound passengers had no idea when in Dorking town centre that the 465 was only starting at the station.

Service 465 is operated by Metrobus under contract to Transport for London. As such Transport for London are the monitoring Authority of this service and the County Council was unaware of the poor level of performance Surrey residents were receiving.

Although the delays were being caused within Greater London, it has been Surrey bus users who have been penalised and inconvenienced. The reason that Metrobus control curtailed the service was delays due to a) roadwork's in Kingston, b) roadwork's in Chessington and c) congestion due to cars at Chessington World of Adventures during October Half Term week. No information on these very unsatisfactory curtailment arrangements was notified to Surrey County Council by Metrobus or Transport for London Operating Services.

Action has now been taken by Metrobus and Transport for London and we understand that the buses are now running the full route. If any curtailments are required in the future these will be split between Dorking and Kingston instead of the previous arrangement when all curtailments were scheduled to take place in Dorking. The Passenger Transport Group have a list of curtailed journeys and we are exploring the opportunity of Surrey County Council receiving some reduction in our apportioned

payments in compensation for the lack of service within Dorking from Transport for London (TfL).

The flooding on the A25 Reigate Road

When will action be taken by the County Council to resolve the flooding on the A25 Reigate Road just east of the Deepdene roundabout in Dorking where flooding has regularly taken place over a number of years and where the flooding recently covered the whole width of the road and flooded adjacent properties?

Officers Response

The A25 Reigate Road flooding site just east of Deepdene roundabout is included on the Wetspots list for the County. This list is one of the outcomes of the 'Review of Flooding in Surrey', which was welcomed by the Executive on 29 January 2008 when considering the recommendations from a comprehensive report. The Wetspots list comprises about 800 sites on roads in Surrey where the area or location is vulnerable to flooding. Sites on the Wetspots list are prioritised using a scoring system that takes into account issues such as risk of personal injury, property flood, social impact and duration of floods.

The site just east of Deepdene roundabout has been scored using the SCC prioritisation scheme and allocated 69 points. This score currently puts the site in 29th position on the County's Wetspot list. With other priorities in Surrey, it is likely that it could be a few years before the scheme can be funded from the County's drainage capital budget.

Gully cleansing on this section of the A25 is carried out at least twice each year. A jetting machine has ensured that the pipe leading northwards from a gully at the site is clear to a distance of about 30 metres. It is intended that a camera survey of the pipes will be undertaken to check the condition of pipes and locate any obstructions. This work should lead to identification of any problems that should be addressed by the capital drainage scheme.

Childrens Centres

Which Childrens Centres include the following District wards within their catchment areas: Boxhill and Headley, Dorking North, Pixham Mickleham and Westhumble, Westcott and Leith Hill? Who made the decisions as to the catchment areas for the Childrens Centres covering Mole Valley and what were the criteria for making the decisions?

Offices Response

List of Children's Centres in the Mole Valley Area:



AREA		NAME	ADDRESS
Leatherhead Designated	1 6	Leatherhead Trinity School & Children's Centre	All Saints School, Aperdale Road, Leatherhead, KT22 7QT
Dorking Designated 7.08.2007	2 3	Dorking Nursery School Sure Start Children's Centre	Dorking Nursery School West Street Dorking Surrey RH4 1BY
Bookham & Fetcham	6 0	Wellspring Sure Start Children's Centre	Bookham Baptist Church Lower Road Bookham KT23 4DH
Leigh and Charlwood Designated 19.02.2008	3 9	Dovers Green Sure Start Children's Centre	Dovers Green School Ruschetts Rd Reigate Surrey RH2 7RF
Leith Hill, Westcott & Okewood Designated 18.02.2008	7 2	Dorking Nursery Sure Start Children's Centre at Holmwood	St John's Primary School Playlink Building Goodwyns Road Dorking RH4 2LR
Ashted Designated 20.03.2008	7 5	Leatherhead Trinity Sure Start Children's Centre in Ashted	St Georges Christian Centre Barnett Wood Lane Ashted KT21 2RA
Brockham, Betchworth & Walton	7 7	Dovers Green Sure Start Children's Centre	The Acorns Infant School Brockham & Betchworth Pre-school The Street Betchworth RH3 7DJ

Criteria for setting children's centre catchment areas

Children's Centre guidance from the Department for Children Schools and Families (DCSF) requires that each children's centre has a catchment or 'reach' area of between 600 – 1200 children 0 – 5 years. Each area is ranked according to the level of need in line with the Income Deprivation Affecting Children Indices (IDACI). This resulted in the final shape and number of children's centres across the County. This work was carried out by the Early Years and Childcare Service and approved at each stage by the County Council Executive Committee.

In order to identify children's centres across Surrey, eleven public information meetings were held across the County in 2005, one in each Borough or District, to provide an opportunity for local communities and potential partners to hear about the children's centre agenda. All the events were advertised in the local press and on local radio. Councillors, schools and private and voluntary childcare providers were all sent an invitation.

In July 2006 a further 2 consultation meetings were held to invite expressions of interest for the final phase of children's centres.

Following these events expressions of interest were invited from any organisation interested in becoming a children's centre.

In selecting sites, the County Council used the following criteria:

1. The needs of children and families in the areas and the ease of access to the centre by walking or convenient transport routes;
2. The suitability and availability of buildings in the locality to ensure that the County Council gets best value for money from the resources available;
3. The quality of provision made by providers, schools or other independent providers, wishing to take this on;
4. The willingness and capacity of providers to work closely with other schools and independent providers in the locality to develop collaborative provision that meets the needs of children and families in the area.

Question from County Councillor Stephen Cooksey, Dorking and Holmwoods

Gritting

What consultations were undertaken before decisions were taken on the new winter gritting schedule and with whom?

The Principal Asset Project Manager response:

As part of the review a number of reports have been presented to TSC in advance of Cabinet ratifying the policy together with consultation with lead members, 8 April, 8 July and 21 September

On 18th November I asked for the following routes to be reconsidered for the reasons stated - would you please give details of the reconsiderations that has taken place in the intervening period:

Chart Lane North - this is a route used by large vehicles delivering to Town Centre supermarkets and shops and chaos would result if one of these vehicles was to block the road.

Chart Lane South - this is the only access route for the whole of the Chart Downs estate and neighbouring housing development.

St Pauls Road West and South Terrace - this is the only access route to Dorking Hospital and is now a bus route?

The 3 roads are current on the Surrey Priority Network 3 and are included on the Priority 2 salting network. An initial review of both Chart Lane North and St Pauls Road West would indicate that their classification might be revaluated to take account of the traffic movements that are now taking place. Any changes will need to be balance against other alterations and will be subject to the process outlined in the main response. Within the current guidelines Chart Lane South will remain as an SPN 3 road and continued to be serviced on the Priority 2 salting network.