

# Supplementary Agenda

## Supplementary Agenda

- Item 4a – Written public questions
- Item 4b – Written member questions
- Item 5 - Petitions

**We welcome you to**

**Mole Valley Local Committee**

Your Councillors, Your Community  
and the Issues that Matter to You



## Venue

**Location:** Council Chamber,  
Pippbrook, Reigate  
Road, Dorking,  
Surrey, RH4 1SJ

**Date:** Wednesday, 5  
September 2018

**Time:** 2.00 pm



**SURREY**



## SUPPLEMENTARY AGENDA

**a PUBLIC QUESTIONS** (Pages 1 - 4)

To receive any questions from Surrey County Council electors within the area in accordance with Standing Order 66.

**b MEMBER QUESTIONS** (Pages 5 - 10)

To receive any written questions from Members under Standing Order 47.

**5 PETITIONS** (Pages 11 - 20)

To receive any petitions in accordance with Standing Order 65 or letters of representation in accordance with the Local Protocol. An officer response will be provided to each petition / letter of representation.

Three petitions have been received:

1. Petition submitted by the Hookwood Residents' Society calling for action in respect of parking and other traffic issues in the vicinity of Bluebird House, Povey Cross, Hookwood.
2. Online petition posted on behalf of Bookham Residents Association.

Petition title: "provide immediate funding to allow completion of investigations and the implementation of a drainage scheme that resolves the persistent major flooding and subsequent hazard issues in central Bookham."

3. Petition submitted on behalf of the Leatherhead Residents' Association and The Leatherhead & District Chamber of Commerce.

Petition title: "request that Leatherhead High Street be open from 3.30pm for parking and access, 4.30pm on market days, for an experimental period of six months, to encourage an increase in footfall."

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**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (MOLE VALLEY)**



**DATE: 05 SEPTEMBER 2018**  
**LEAD OFFICER: SARAH J SMITH, PARTNERSHIP COMMITTEE OFFICER**

**SUBJECT: QUESTIONS FROM MEMBERS OF THE PUBLIC**

**DIVISION: ALL DIVISIONS**

**Questions received from Michelle Watson**

Q1 When will the new gritting station in Beare Green on the A24 resume its building plan. Residents were under the impression this would be completed at the end of 2017? Or has SCC abandoned its plan to rebuild the local gritting station? If the latter is correct where will our MV gritting station be?

**Response:**

Future construction of a Salt Barn / gritting facility at the Beare Green site is currently part of a financial review of the overall business case for salt barn provision in the County. An update to SCC Investment Panel is expected in September, which may then necessitate a subsequent Cabinet decision

Q2 With the introduction of the averaging speeding cameras now live on the A24 between "Givon's Grove Roundabout" and "Burford Bridge Roundabout" junction with London Road. Can this be introduced between "North Holmwood" Roundabout and "Capel Roundabout" including "Beare Green Roundabout". Some may be aware there have been 2 deaths on the A24 and is repeatedly being used as a speedway. By introducing these cameras it will eliminate speeding and reduce the number of accidents especially for those coming out of villages such as Holmwood, Beare Green, Capel and Ockley.

**Response:**

Average speed cameras have been introduced on the A24 at Mickleham to replace an existing spot speed camera that had been successful at reducing road collisions, but which was becoming obsolete due to it still utilising "wet" film that had to be collected, changed and transported to the back office to be developed and viewed. At Mickleham the cost of implementing the average speed camera equipment was paid for from a bid to C2C Local Enterprise Partnership as part of a "Wider Network Benefits" bid to introduce road side technology to prevent incidents, monitor traffic flows, inform road users and control signals remotely to respond to problems on the

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network. There are six other “Gatso” brand “wet film” cameras remaining on Surrey’s roads and it is intended that these will be replaced over the coming year to ensure the casualty reduction success that they have achieved is maintained, or enhanced with new technology where appropriate. Consideration of brand new safety camera enforcement sites will then be possible following the replacement of all the existing six “wet film” sites. For potential brand new sites such as the A24 between Capel and North Holmwood, consideration will be given as to which locations have the most serious history of collisions; the extent of the speeding, and whether there are any other engineering measures that could be implemented (to maintain the principle that safety camera enforcement should be used as a last resort). The implementation of any new sites will also depend upon the availability of funding, and the likely cost of the camera technology that would be required.

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### **Question received from Rosemary Campbell**

#### Road safety in Abinger Common

Is there a plan to reverse the recent changes to speed limit signage, which I believe encourages drivers to drive too fast in the village?

If not, please can I have the risk assessment, which informed the setting of the current speed limits, including evidence that the changes were based on use of the local government speed limit appraisal tool?

#### **Response:**

Abinger Lane is a narrow road between Hollow Lane and Raikes Lane. From Hollow Lane it runs in a northerly direction through the village of Abinger Common, and then becomes rural in nature before joining Raikes Lane. The speed limit on Hollow Lane and Leith Hill Road, was designated ‘derestricted’ which is a 60mph speed limit. In March 2018 the speed limit was reduced to 40mph in Hollow Lane and Leith Hill Road. The speed limit reduction was carried out at the request of the Coroner following the inquest into the death of a motorist on Leith Hill Road, and was the subject of a report to this committee on 30 November 2017.

The roads leading into Hollow Lane and Leith Hill Road, such as Abinger Lane and Pasturewood Road have an existing 60mph speed limit. As part of this process of changing the speed limit on Hollow Lane and Leith Hill Road it was necessary to install derestricted speed limit signs on the adjacent roads that were not included in the speed limit reduction. These signs advise motorists of the speed limits on the roads and enable the Police to enforce the speed limits. Signs are installed where speed limits change to advise motorists of the change in speed limit.

The speed limit on Abinger Lane through Abinger Common has not changed and remains at 60mph (derestricted). It is acknowledged that this road is narrow, and it should be noted that motorists are advised by the Highway Code to adapt their driving to the appropriate type and condition of the road they are on and should not treat speed limits as a target; it is often not appropriate or safe to drive at the maximum speed limit.

It is recognised that some residents have concerns about road safety and would like the speed limit on Abinger Lane to be reduced. A review of the recorded collisions

[www.surreycc.gov.uk/molevalley](http://www.surreycc.gov.uk/molevalley)

Questions from members of the public

resulting in personal injury on Abinger Lane between Hollow Lane and Raikes Lane has been carried out. During the period July 2015 and June 2018 (the latest period for which data is available) there have been three collisions resulting in slight injury and none of these collisions involved a pedestrian.

Surrey County Council's Policy "Setting Local Speed Limits" details a process that needs to be followed in order that speed limits can be changed. This was the process that was followed to reduce the speed limit on Hollow Lane and Leith Hill Road. The Policy can be downloaded at the web page at the following address:

<https://www.surreycc.gov.uk/roads-and-transport/road-safety-and-emergencies/speed-limits>

A scheme to investigate a speed limit reduction on Abinger Lane has been added to the Mole Valley Integrated Transport Schemes (ITS) list for consideration for future funding. It should be noted that Officers receive many more requests for schemes than there is funding available, and requests need to be prioritised for the limited funding available.

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**Question received from Elizabeth Daly**

What steps is the Council taking to ensure that recovery vehicles parked in the side road off Leatherhead Road in Bookham are not obstructing access or endangering traffic turning into and out of Allen Road, and are fully insured to be kept on the public highway both with and without recovered vehicles overnight?

**Response:**

Depending on the circumstances, there are a few ways to try to resolve this issue.

If the recovery vehicles are parked on yellow lines during the hours of operation, then this can be enforced by Mole Valley District Council - you would need to contact them directly to report the offending vehicle. Link to their webpage below:

<http://www.molevalley.gov.uk/>

If the vehicle is causing an obstruction to the public highway, then the police would need to be contacted (on their non emergency number) - this is the only agency that can remove or enforce against obstructive vehicles.

If the vehicle is over 3,500Kg, then it must have an operator's license. The license would usually state that the vehicle has to be kept off-street overnight (usually in a depot). If you believe the vehicle may be in contravention of this, then you can contact Surrey County Council's Licensing Team. There are more details via the link below:

<https://www.surreycc.gov.uk/roads-and-transport/road-safety-and-emergencies/large-goods-vehicles/licensing-of-goods-vehicles>

SCC can try to resolve problems by asking for the use of conditions on the granting of a licence. These can include hours of movement of authorised vehicles in, within [www.surreycc.gov.uk/molevalley](http://www.surreycc.gov.uk/molevalley)

and out of the operating centre; or where and when maintenance and parking of authorised vehicles can be carried out within an operating centre; or the type, length and weight of authorised vehicles. Where it is not possible to agree conditions with the applicant, and the Traffic Commissioner calls a Public Inquiry, we make a representation at a hearing called by the Traffic Commissioner.

Alternatively, residents or concerned motorists could request that yellow lines are implemented - this would have to be done as part of a parking review - the details of how a parking review is carried out can be seen via the link below:

<https://www.surreycc.gov.uk/roads-and-transport/parking/reviews>

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### **Question received from Ian Anderson**

In March I received a reply from the committee regarding the pigeon fouling from the railway bridge onto the Guildford Road in south Leatherhead. Unfortunately there has been no work carried out since then to solve the problem.

Can I ask whether Mole Valley District Council, or Surrey County Council, as the highway authority, have received any quotes for pigeon proofing work and when the work will be carried out?

### **Response (from MVDC):**

Network Rail did not engage as helpfully as originally expected and quotes have not yet been obtained for the work.

Representatives of Network Rail are meeting with Council officers tomorrow with a view to taking this forward positively.

In the meantime, cleaning of the pavements under the bridge is being carried out on a weekly basis to keep any fouling to a minimum.

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (MOLE VALLEY)****DATE: 05 SEPTEMBER 2018****LEAD OFFICER: SARAH J SMITH, PARTNERSHIP COMMITTEE OFFICER****SUBJECT: QUESTIONS FROM LOCAL COMMITTEE MEMBERS****DIVISION: ALL****Questions submitted by District Councillor Claire Malcomson (Holmwoods)**

Q1 The signage is inconsistent up to Leith Hill, saying unsuitable for HGVs at the Dorking end of Coldharbour Lane and not at all the other entrances to the lane. Also at the Dorking end, the 6'6" width restriction does not include 'except access'. Why has SCC not been consistent in the signage from all directions? Why can we not have the same clarity of restriction along all access points from Dorking, the A29 and through Coldharbour village?

**Response:**

The roads leading to Coldharbour are rural in nature and some are very narrow single track roads. All of the public roads into Coldharbour are covered by 2 traffic orders, made in 1970 and 2013. These orders prohibit vehicles that are wider than 6'6" from using the roads except for access. These orders are enforced by the Police.

The orders allow access for vehicles wider than 6'6" for the purpose of gaining access to or of leaving any land and/or premises abutting or accessible only from the roads in the orders. This enables residents to receive deliveries, and enables agricultural and forestry vehicles etc. to use the roads.

The roads covered by the traffic orders are as follows:

- Coldharbour Lane
- Logmore Lane
- Anstie Lane
- Henhurst Cross Lane
- Broome Hall Road
- Abinger Road

There are no physical restrictions to prevent vehicles wider than 6'6" from using the roads as these roads have to remain open for access. The orders are supported by signs alone.

The direction sign on the A25 Vincent Lane, Dorking to Coldharbour and Leith Hill incorporates an advance warning sign for the width restriction with the wording 150 yds underneath it. This advises drivers that there is a width restriction in 150 yards. The width restriction does not start at Vincent Lane.

It should be noted that as these roads interconnect, the signs are only displayed at the entry points to the width restrictions. Officers will inspect these roads to ensure that the width restriction signs are in place, and any missing signs will be replaced.

Q2 Mole Valley wants to encourage visitors and prevent road accidents. Since The Olympics we have witnessed a huge influx of cyclists. With this brings more chances of mishaps on the roads to pedestrians, drivers and cyclists alike. Will the Local Committee please discuss in detail, allowing Mole Valley to charge for all cycle races and events?

This would open up opportunities to introduce safety measures and stricter regulation and control over road cycling events and races when roads are still open to the public for all those taking part. Plus the introduction of fees to bring in valuable income into the District. (And if it works could be rolled out throughout the county.) This takes up David Hodge's challenge, to be more creative in increasing funds for the council. The money raised should be designated to contribute to problems with our local congestion and road infrastructure.

**Response:**

Surrey County Council in coordination with our partners has developed a Framework for co-ordination and approving events on Surrey's Highway. This sets out the Framework and set of objectives for the co-ordination and approval of events on the highway, or that have a major impact on the highway network, as administered by Surrey County Council.

This Framework is aimed at key stakeholders and event organisers and specifically refers to the approval of road closures for events on the highway under Section 16A (Special Events) of the Road Traffic Regulation Act 1984 which is used for large sporting events. The Framework does not include the process for approvals of road closures under Town and Police Clauses Act, which is administered by the District and Borough Councils and used for events such as street parties or carnivals.

A copy of the framework can be found at,

[https://www.surreycc.gov.uk/data/assets/pdf\\_file/0018/32760/Framework-for-coordination-of-events-on-the-highway-v1.4.pdf](https://www.surreycc.gov.uk/data/assets/pdf_file/0018/32760/Framework-for-coordination-of-events-on-the-highway-v1.4.pdf)

The following principles must be evident in an event application from an event organiser for it to be considered for road closures:

- Credibility of the event organiser
- Support from the Governing Body
- Community benefits
- Cumulative impact of events on an area (one closed road sporting event per calendar year)
- Enhance the reputation of Surrey
- Information for residents on the impact of the event with community undertaken by the event organiser and evidenced

Across the county there has been an increase in events on open roads, which are not regulated by either the County or District Council. These types of events have been steadily increasing and Surrey County Council is working with the National Governing Bodies of Sports to encourage event organisers to inform local authorities of their events and to consider the impact of their events on local communities. There is no current means to stop or control these events without the cooperation of the event organiser.

Unlike other events that use the County Highway, Prudential Ride London-Surrey events are a joint project delivered on behalf of Surrey County Council and the Mayor of London's office with the support of Surrey and London Borough and District Councils. The aim is to support and promote an active lifestyle for residents and visitors to the County and we are encouraged by the large numbers of Surrey residents who choose to take part in the event. The event is run by the event organiser on a not for profit basis and we have seen more than £3m being generated for local sporting and recreational charities, this is new money and in a time of austerity, more than welcome in protecting the financial position of institutions and clubs across the county that are valued by our communities.

Proposals for charging of event organisers to hold events on the County Highway were considered and were included in the framework, but have not been taken forward.

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**Questions submitted by Tim Hall (Leatherhead and Fetcham East):**

Q1 Residents are understandably concerned by the long term deterioration of the Kingston Road Railway Bridge at Leatherhead. With the embankment and walls separating from the bridge structure and general subsidence. This Bridge was being Investigated by both the County Council Bridge Team and Network Rail.

Can we know what the Investigations found and what actions are planned to repair and renew this essential Bridge over the next few years? Which is a joint responsibility.

**Response:**

Currently a strength assessment is being reviewed by our design consultant which is being carried out along with numerous other sites. We will have the results of this investigation by the end of this financial year. Once we review the outcome of this assessment, we will complete an options report in 2019/2020 which will consider recommendations for any necessary works to be prioritised along with all structures assets.

The structure is being monitored through our inspection regime to ensure there are no issues with the structural integrity of the retaining wall.

As soon as we have the results of the assessment report we will provide an update.

Q2

- (a) How many of the 2,017 Drainage assets and gullies not cleaned in Mole Valley in 2017/18 have been cleaned in 2018/9 so far?

**Response:**

All of the gullies are programmed to be cleaned once within this financial year. Since the beginning of this financial year, April 2018, 192 of the outstanding gullies have been cleaned. It should be noted that it is not always possible to clean individual gullies on the cyclical cleaning programme if a car is parked over them on both the initial and repeat visits.

- (b) How many addition Drainage Assets have been added to the asset Register since 1st April 2018 in Mole Valley? And how many of the 48 previously awaiting are now on the Asset Register.

**Response:**

102 drainage assets have been added to Kaarbontech since 1 April 2018. Of those approximately 48 missing assets identified by the local team in April 2018, 28 have been attended, cleaned and plotted on Kaarbontech. A further 20 gullies remain to be cleaned and recorded/plotted as the limited specialist drainage resource permits.

- (c) Can I please have the answer previously promised to the number of Drainage Assets added to the Register in 2016/17.

**Response:**

382 Mole Valley gullies were added to Kaarbontech, the mapping and database application for the Highway drainage system, between 13 April 2016 and 31 March 2017.

**Questions from District Cllr Paul Kennedy (Fetcham West)**

- Q1. What is the current status (expected timing, scope and budget) of the transport study to be undertaken in conjunction with the Transform Leatherhead project?

**Response:**

This is a MVDC led transport modelling study. WSP were commissioned to undertake the study and undertook data collection in the form of a number of surveys at the end of June. The link to the most recent newsletter is below and has the latest update on the traffic study. The county council's Transport Policy and Transport Studies teams are working with WSP by supplying data (such as journey time information) and auditing the model through development, to ensure it is compliant.

<https://mailchi.mp/ef793e17cfca/transform-leatherhead-update-august-2018?e=64d8258fe0>

Our current program for the model sees it being completed at the end of December, although this is subject to progress on the concurrent Local Plan highway assessment work as there is some iteration between the two studies. The model is currently under development with the base model nearly completed, and it is currently being audited by the county council. We are currently discussing the various options we want to model and these will involve various changes/improvements to the highway network within Leatherhead, so we can see the impacts on the wider area. The model encompasses Leatherhead's highway network from Junction 9 to the A246 in the south.

More information will be available at the public forum on 17 October 2018. There are further details on this event on the Transform Leatherhead website <http://www.transformleatherhead.com/> where residents can also subscribe to the newsletters.

The modelling and survey costs total approximately £85,000.

Q2 What is Norbury Park's share of the estimated £332,000 cost of installing new charging structure and of the estimated annual income of £201,000 from the introduction of car park charges across Surrey's Countryside Estate car parks? What are the takings to date, and what is the Council's assessment of the impact of the introduction of car park charges on use of Norbury Park and on displacement parking in residential roads and the busy car park at Bockett's Farm?

**Response:**

The capital costs to install the infrastructure for the car parking charges at Norbury Park was £45,000 with an expected annual income of £20,000 per annum. It is too early to report on the number of visits or takings to date. Only two of the three car parks are charging because of the roadworks on the Highway Bridge on Young Street. An assessment was carried out in advance on the likely impact of displacement parking in the area and measures taken to reduce that impact. SCC and Surrey Wildlife Trust will continue to monitor any displacement parking and take appropriate action. Likewise the use of Norbury Park overall will be assessed and any necessary action taken.

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# SURREY COUNTY COUNCIL



**SURREY**

## LOCAL COMMITTEE (MOLE VALLEY)

DATE: 05 SEPTEMBER 2018  
 SUBJECT: PARKING AND TRAFFIC ISSUES NR POVEY CROSS,  
 HOOKWOOD  
 DIVISION: DORKING RURAL

### **PETITION DETAILS:**

Petition submitted by the Hookwood Residents' Society calling for action in respect of parking and other traffic issues in the vicinity of Bluebird House, Povey Cross, Hookwood.

### **RESPONSE:**

1. Does BM Performance and MD Autobahn have permission from Highways to display their signs on Highways land Povey Cross side?
  - Surrey County Council has produced guidance to provide a reasonable balance between commercial needs and highway users' needs, in relation to advertising on the highway. Surrey County Council's Local Highways Officer will carry out an inspection to ensure that any advertising on the highway meets with the Council's guidance.
  
2. The Strategy and Support Manager, MVDC has spoken with the HGV Companies that deliver to Bluebird House. It has been confirmed that it is dangerous and an unsafe practice for the HGV's to park, load/unload in Hookwood. For this reason, the residents are demanding a weight restriction on the Reigate Road.
  - The installation of a weight restriction on the Reigate Road would require an "except for access" exception to be applied, in order to enable businesses in Reigate Road to receive deliveries. Therefore a weight restriction on Reigate Road would not prevent HGV's from parking, loading or unloading in Reigate Road, Hookwood. It is understood that the SCC's parking team have met with the petitioner on site, following this meeting the parking team have put forward a proposal to try to reduce inconsiderate parking and loading at the junction of Malcolm Gardens and Reigate Road. This can be seen on drawing no.55 of the parking review report that has been submitted to this Local Committee. The proposals include 'No loading at any time' restrictions on the Reigate Road/Malcolm Gardens junction and a full time loading bay on Reigate Road, to alleviate the problems experienced with loading.
  
3. The residents are requesting a raised kerb around the "No Parking" area (next to the car wash) and bollards be put in place to prevent parking/blocking the sight line and the public footpath.
  - The installation of a raised kerb and bollards, will not prevent the parking/blocking of the sight line and the public footpath. This is because drivers will still be able to access the footpath to park by using the existing dropped kerb access to the car wash. However,

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the proposed “No loading at any time” restrictions on the Reigate Road/Malcolm Gardens junction could alleviate the problems caused by parking in this area.

4. White lines are required to define the public footpath along Bluebird House as at the moment this blends into the parking bays.

- Surrey County Council are only permitted to install markings on the public highway if they are in the Traffic Signs Regulations and General Directions 2016 document. There are no lines in the regulations that can be used to define the edge of the public footpath. White lines are only installed on the public highway to define the edge of the carriageway along roads where there are no footpaths present. The existing high kerbs located next to the parking bays are a sufficient indicator to drivers of the boundary between the footpath and the carriageway.

5. The residents are requesting a chicane on the Reigate Road, due to the speed of traffic.

- Surrey County Council receive a large number of requests for measures to be installed on the highway to reduce vehicle speeds, and the number of requests received vastly outweighs the funding available. Therefore, funding for such measures is prioritised where their introduction would achieve the greatest benefit in terms of helping to reduce the number of personal injury collisions. Surrey County Council hold personal injury collision data for traffic collisions, this information is provided by Surrey Police and shows that there has been no personal injury collisions in Reigate Road (between the junctions of the A217 Reigate Road and Povey Cross Road) over the most recent 3 year period for which data is available (from 01/07/15 to 30/06/18). Therefore the introduction of chicanes on Reigate Road would not be prioritised for funding from the limited funding available for such measures.

- Surrey County Council does take concerns about road safety seriously and road collisions across the County are continually monitored. If there should be any significant change or increase in the pattern of collisions then the matter would be referred to the relevant Road Safety Working Group for action to be determined. This group consists of Road Safety experts from both Surrey Police and the County Council as well as engineers from Surrey Highways.

- Concerns regarding vehicle speeds can also be raised with Surrey Police, who are responsible for the enforcement of the existing speed limit, on their non-emergency 101 number.

### **RECOMMENDATION**

The Local Committee is asked to:

- (i) Note the officer’s comment.

#### **Contact Officer:**

Anne-Marie Hannam, Senior Traffic Engineer, South East Area Team, 03456 009 009

# SURREY COUNTY COUNCIL



## LOCAL COMMITTEE (MOLE VALLEY)

DATE: 05 SEPTEMBER 2018  
 SUBJECT: FLOODING IN CENTRAL BOOKHAM  
 DIVISION: BOOKHAM/FETCHAM WEST

### **PETITION DETAILS:**

Provide immediate funding to allow completion of investigations and the implementation of a drainage scheme that resolves the persistent major flooding and subsequent hazard issues in central Bookham

### **RESPONSE:**

Summary: Following the last meeting with the Bookham Flood Action Group on 18 June 2018, SCC's Strategic Network Resilience (SNR) Team have allocated £30k to carry out a full survey of the existing drainage assets and to investigate potential options for reducing flooding in the area. Any options identified are likely to require contributory funding from the community and other agencies, which will be reported through Bookham Flood Action Group.

#### Background:

SCC are aware of flooding issues in Bookham, particularly in the vicinity of the Crown Pub and "Square-About", and have been looking into the area with Thames Water and Bookham Flood Action Group.

The area has historically suffered from flooding due to its geography/topography because of this, the flood risk, can only ever be managed at best. Previously, SCC commissioned a feasibility study that covered the majority of Bookham. The engineering options identified by this study required an additional £1.1 million contribution from third parties, on top of what might be allocated by the Environment Agency, for only a limited flood risk benefit to properties. This option is no longer being pursued.

Since then we have held discussions and site meetings with residents, Thames Water and other relevant authorities to explore whether a more cost-effective and achievable solution could be identified.

Through these discussions, Bookham Flood Action Group, SCC and Thames Water have determined that although there may be enough surface water drains within the area concerned, the surface water drainage assets have not been fully investigated for many years. This is mainly due to the associated traffic management requiring significant diversions which would be expensive as well as disruptive to the local community.

Following these discussions, SCC has allocated 30k funding and commissioned a full investigation so that Lower Road and Church Road are looked at in more detail. This investigation will comprise of a CCTV survey, jetting and ground penetration radar which will allow us to map the assets in the area and identify any feasible options going forward. The work will be carried out in partnership with Thames Water to ensure we also capture information on the condition of their drainage assets.

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It must be understood that this is the investigation stage and that this does not guarantee a solution or secure funding for any future works. The investigation will be completed this financial year and the results shared with Bookham Flood Action Group.

**RECOMMENDATION**

The Local Committee is asked to:

- (i) note the officer's comment.

**Contact Officer:**



Rectory Lane  
Bookham  
LEATHERHEAD  
Surrey  
KT23 4DZ

Tel: 01372 452 608

E: [Eloise.appleby@grangecentre.org.uk](mailto:Eloise.appleby@grangecentre.org.uk)

Friday 24 August 2018

***Sent via email FAO:***

Cllr Tim Hall, Chair of Mole Valley Local Committee

Cllr Mike Goodman, Cabinet Member for Environment and Transport

Cllr Clare Curran, Member for Bookham and Fareham West

Dear Members

**Statement for Consideration by Surrey County Council's Mole Valley Local Committee, Wednesday 5 September 2018**

*Flooding in Bookham*

As you are aware, a petition was created over the summer to trigger a discussion at Surrey County Council's Mole Valley Local Committee about funding to address flooding concerns in Bookham. [The petition](#) set out the difficulties experienced by residents and shoppers at times of severe flooding, and was signed by 190 people at the deadline of 14 July 2018.

The Trustees of The Grange Centre in Bookham were invited to support the petition, but felt that it may be useful to provide more detail in a separate letter, given the specialist nature of our services. Whilst I realise that this reaches you after the closing date of the petition, we hope that this letter may help to inform discussions by the Local Committee Wednesday 5 September. Moreover, I would be delighted for The Grange to be represented – and indeed to speak – if that were considered helpful. It may be that one or two of the people we support would come too, as it is the voices of more vulnerable people which do not always get heard in a debate of this kind.

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### *About The Grange*

As you may know, The Grange Centre is a charity providing residential and supported living for adults with learning disabilities, both on our site in Bookham and in neighbouring towns and villages. We also run a highly regarded skills and activities programme, which has resulted in close working with other charities and businesses in the area. Our shops, The Grange @No5, in Church Road in Bookham and Inspirations in Dorking, showcase of textiles training and the end results. Much of our funding comes from Surrey County Council through contracts for care and skills, and we benefit from active engagement with committed County Council staff working in social care.

This year we celebrate our 80<sup>th</sup> anniversary. As longstanding residents of Bookham, The Grange very much considers itself to be part of the local community, getting involved with a host of village events, and also welcoming hundreds of people through our doors on tailored visits, as volunteers, to enjoy our 'Simply Scones' café or for meetings.

One of our goals is to encourage integration wherever we can. To this end, we are keen for the people we support to make use of community facilities in Bookham and further afield, and also to welcome people onto our site to participate in the life of The Grange. The route between Rectory Lane and Bookham High Street is an exceptionally well-travelled one.

### *People We Support*

We support around 100 adults at any time, and are constantly reaching out to more of the learning disability community through summer programmes and other outreach. Our tenants and the people who take part in our skills programme generally have mild to moderate learning disabilities, often accompanied by other physical disabilities ranging from mobility and visibility impairments to more 'hidden' conditions such as digestive system disorders or heart problems.

By and large, they lead active lives. Our mission is to inspire independence in whatever shape this takes. For many of the people we support, personal fulfilment comes from regular work in a local charity shop; from leading education sessions in nearby schools or from shopping in the Coop where they bump into neighbours who have got to know them very well over the years. Bookham is very safe and well-ordered, with a caring and socially-minded community. In part due to this location we have helped many people to reach greater levels of independence than they or their families might ever have believed possible when they were younger.

Whilst most of the people we support love novelty, routine is the foundation stone of their lives. Disruptions to routine cause disproportionate levels of disappointment, anxiety and confusion.

I explain this so that you can see the impact that flooding can cause in a localised area like Bookham. If our people cannot travel between the centre of the village and The Grange or to their usual activities elsewhere, their whole week crumbles around them. Life can be dull at the best of times for someone with learning disabilities, for whom going out is a carefully pre-planned exercise, limited by transport options and the availability of support. Every environment need to be assessed for risk. If you remove the weekly pattern of activities, you remove a great deal more than might at first be apparent.

It is very rare that someone we support has their own vehicle, so walking and bus transport are their main forms of transport. In times of flooding, impassable pavements, accessing bus stops in deeply pooled water, or drenchings from passing vehicles can put an abrupt halt to the planned weekly programme.

Moreover, having generally been through some kind of 'travel training', the people we support need to be sure they can follow set patterns or procedures. This means that – for example - not being able to cross at their designated 'safe place' or not to be able to see the kerb, trip hazards or pot holes through the flood water, has a significant impact on their confidence.

#### *Closing Considerations*

Whilst our Trustees completely understand that Surrey County Council is trying to stretch diminishing resources ever further, we would ask you to consider the petition with the following points in mind:

- a) Surrey County Council already makes statutory provision for adults with learning disabilities, with your social care teams ensuring that people are well-housed, safe, fulfilled and healthy. It makes sense to take a '360 degree' view of this provision by ensuring that the road network on which these people rely is also conceived and maintained with their needs in mind. We are reluctant to progress the development of a Green Travel Plan for The Grange until we are confident that the Highways Service can provide the infrastructure to support it.
- b) Bookham is an unusual location, with its large community of adults with learning disabilities. The 100 people we support – together with over 200 staff and volunteers who walk, cycle or take the bus to The Grange – should bring special focus to the debate about flooding in this village which other villages perhaps do not have.
- c) In its current consultation on a 'Vision for 2030', the County Council has made special efforts to engage people with learning disabilities, in order to ensure that Surrey people can continue to live in the County with a high quality of life

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in the years to come. The draft talks about “People living healthy, active and fulfilling lives, independently in their local community with choice and control” and adds, “Everyone can travel safely, easily and predictably, and people make choices about transport that are mindful of environmental impacts”. This seems to be an opportunity to ‘live the vision’ just two days after your consultation programme has closed – to the benefit of the whole Bookham population.

Thank you for taking the time to read and consider this letter. I would be happy to answer any queries you may have. I look forward to hearing the outcome of the Committee’s deliberations on 5 September.

On a final note, I would like to invite all of you very warmly to attend our Annual General Meeting and Review at 11am on Thursday 6 September.

Yours sincerely

A handwritten signature in black ink, appearing to be 'Eloise Appleby', with a long horizontal flourish extending to the right.

Eloise APPLEBY  
Chief Executive Officer

Cc: Sarah J Smith, Partnership Committee Officer, Pippbrook, Reigate Road, DORKING  
Surrey RH4 1SJ

# SURREY COUNTY COUNCIL



**SURREY**

## LOCAL COMMITTEE (MOLE VALLEY)

DATE: 05 September 2018  
 SUBJECT: Petition title: "request that Leatherhead High Street be open from 3.30pm for parking and access, 4.30pm on market days, for an experimental period of six months, to encourage an increase in footfall"  
 DIVISION: Leatherhead and Fetcham East

### **PETITION DETAILS:**

Request that Leatherhead High Street be open from 3.30pm for parking and access, 4.30pm on market days, for an experimental period of six months, to encourage an increase in footfall.

### **RESPONSE:**

The issue of vehicular access to High Street has been the subject of consultation and discussion for some time without any conclusions being reached. The Transform Leatherhead initiative is an opportunity to make long-term decisions on parking and access within the High Street in the context of the overall vision for the town and in the light of other projects taking shape under the Transform Leatherhead banner.

MVDC and SCC acknowledge that the High Street and the existing access arrangements are not easy to resolve. There are many competing issues in the High Street which need to be effectively balanced. The Transform Leatherhead (TL) project team are very sympathetic to the information provided in the petition and the reasons set out for proposing alterations to the existing arrangements.

There are a number of options that could be considered, however, of which the proposal put forward in this petition is one. All the options need to be considered in the light of current modelling of the highway network in the town and a clearer understanding of the economic and environmental impacts of each option. It is suggested that amending the Traffic Regulation Order, even though an Experimental Order, should await this further baseline work. MVDC has commissioned WSP to undertake traffic modelling of Leatherhead Gyratory and the wider highway network to test various options as part of the TL project. This work is due to be completed in December 2018 and it can be used to provide context in which to make any decisions about the High Street in line with the wider TL vision.

The TL team propose to extend the work already being carried out on the Swan Centre by commissioning an economic impact assessment of the High Street. This will cover the baseline conditions, engaging with local businesses and town centre users, reviewing case studies and literature and best practice elsewhere which will be compiled into a qualitative economic impact assessment. Subject to the procurement process we hope to have this information by 2019 to tie into the results of the traffic model and the longer term options work for the Swan Centre.

The TL team, in conjunction with SCC as the Highway Authority, are committed to reviewing the existing TRO which has been in place, unchanged since 2002 (no stopping TRO since 2006) when the baseline information has been collected. The review will also need to consider interrelated, practical issues from safety to on-street car parking and deliveries. We are also committed to undertaking public and stakeholder engagement which is critical before any changes occur to the access arrangements on the High Street.

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In conclusion:

- An Experimental TRO in relation to parking on the High Street cannot be considered at this time
- The TL team are sympathetic to the proposed reasoning within the petition.
- There are several options that will need to be evaluated.
- Decisions need to be based on an understanding of the economic, environmental and traffic impacts, work on which has begun.
- There are a multitude of elements that need to be considered before any changes are carried out; safety, off street charging, stakeholder engagement, Swan Centre regeneration, disability access, servicing and delivery, public realm etc.
- Stakeholder engagement will be undertaken before any changes are carried out to the High Street operating arrangements.

### **RECOMMENDATION**

The Local Committee is asked to:

- (i) Note the officer's comments.

### **Contact Officer:**

Stacey Capewell- Transport Strategy Project Manager Joint Post SCC and MVDC.