

**DRAFT**

Minutes of the meeting of the  
**Mole VALLEY LOCAL COMMITTEE**  
held at 2.00 pm on 9 September 2015  
at Council Chamber, Pippbrook, Reigate Road, Dorking, Surrey, RH4 1SJ.

**Surrey County Council Members:**

- \* Mr Tim Hall (Chairman)
- Mrs Clare Curran (Vice-Chairman)
- \* Mrs Helyn Clack
- \* Mr Stephen Cooksey
- \* Mr Chris Townsend
- \* Mrs Hazel Watson

**District Members:**

- \* Cllr Rosemary Dickson
- \* Cllr Paul Elderton
- \* Cllr Raj Haque
- \* Cllr Mary Huggins
- \* Cllr Sarah Seed
- \* Cllr Peter Stanyard

\* In attendance

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**1/15 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]**

Apologies were received from Mrs Clare Curran.

**2/15 MINUTES OF PREVIOUS MEETING [Item 2]**

The minutes from the meeting held on 17 June 2015 were agreed as a true record.

**3/15 DECLARATIONS OF INTEREST [Item 3]**

No declarations of interest were received.

**a PUBLIC QUESTIONS [Item 4a]**

Declarations of Interest:  
None

Officers attending:  
Anita Guy, Principal Engineer, South East Area Team

Petitions, Public Questions and Statements:  
As below

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Two members of the public put verbal questions to the Committee.

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Mike Ward raised the issue of the reduction in the 526/527 bus service. This had previously been discussed at the local committee meeting on 17 June 2015 following a written question from Mrs H Clack, and Mr Ward had already been referred to the answer given at that time. His opinion was that this only covered the issue of workers travelling to Gatwick Airport and wanted to know what alternatives might be available for other passengers and in particular those who are less well off.

As the Chairman and Mrs Clack had a meeting arranged with the transport team for the following week, Mr Ward was asked to email his question to the committee clerk in full, so that it could be discussed at that session.

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Roger Jones asked what the Local Committee, Mole Valley District Council and Surrey County Council were going to do regarding the decline of Dorking High Street, specifically with regard to the amount of traffic congestion and the number of empty shops.

Anita Guy (Principal Engineer) said that they were aware of the changes in traffic flows and that this could be due to works happening elsewhere and the current resurfacing might cause further changes. She referred to some of the written answers to questions from committee members to be discussed in the next item.

District Cllr Jones, in attendance as a local resident, was invited by the Chairman to comment in his capacity as Executive Member for Town Centres; his view was that the problems are caused mainly by the sequencing of the traffic lights and that there were few empty shops. The Chairman commented that there were no more traffic lights than before and that there was no clear evidence as to what the problem was.

As the committee had had no notice of the question he recommended the issue be brought back to a future meeting and he would raise the matter with the Chief Executive of the district council to seek her views.

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**The tabled public questions and responses are set out in the attached document**

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Gill Riggs (Holmwood Park Residents Association) had submitted a written question and received a response. She was not present at the meeting and Cllr Stephen Cooksey followed up on her behalf and asked why it had taken so long to implement the white lines. AG explained that this had previously been the responsibility of the operations team but was now part of her remit in the area team and the process should be easier going forward.

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Mr Walter Blanchard submitted written questions and received responses in advance of the meeting. He was not present to ask a supplementary.

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Deanne Weller had submitted a written question on behalf of SeeAbility and had received a written response. She was not present to ask a supplementary.

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Peter Seaward had submitted written questions on behalf of the Bookham Residents' Association (BRA) and had received written responses. He thanked officers for the responses to questions 1 and 3 and suggested the BRA could help with consulting the National Trust with regard to the placement of the signs if required.

Michael Agius, speaking on their behalf felt the answer to question 2 was unsatisfactory. It put the onus on BRA to find a solution with the Church to the flooding on Lower Street whereas it should be Surrey County Council who is responsible for coming up with a drainage scheme.

The Chairman explained that the responsible drainage officer was currently away but that the problem would be discussed with him on his return.

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**b MEMBER QUESTIONS [Item 4b]**

.Declarations of Interest:  
None

Officers attending:  
Anita Guy (AG), Principal Engineer, South East Area Team

Written questions:  
As below

**The tabled questions from local committee members and the responses are set out in the attached document.**

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Mr S Cooksey had submitted written questions and received responses in advance of the meeting and subsequently raised the following:

Q1. He believes it is the responsibility of the Local Committee to seriously discuss the traffic lights issue and would like a comprehensive survey to be

carried out. He requested that a report come back to the December committee meeting on how this would be carried out.

Main points of discussion:

AG stressed that she would need to discuss with colleagues what type of survey would be best and ensure the right people get involved. She was concerned that this could not be done in time for the next meeting and suggested that March would be a more realistic deadline. The Chairman agreed with Mr Cooksey on the urgency of the issue and therefore bringing a report in December meeting would be ideal, but could not guarantee that it could be completed in time.

Mrs Clack said she had been contacted by some of her residents who would like to shop in Dorking but who are put off by the congestion and agreed that this must be affecting trade. She had become aware that the district council was launching an infrastructure needs assessment and suggested the two councils should come together to try and find a solution. She would be very keen to be involved in any review.

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Q2.

Main points of discussion:

Mr Cooksey was concerned that Surrey County Council did not already hold this information and again stressed that it was up to the Local Committee to address the congestion issue in Dorking and develop a project to tackle the problem.

It was suggested that parking on yellow lines was adding to the congestion and that enforcement carried out by district officers was not being effective. Mrs Clack proposed that there should be a summit of both councils to find a solution. The Chairman said he would raise this in his meeting with the Chief Executive of Mole Valley.

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There were no supplementary questions from Mr Cooksey on Q3 or Q4.

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Mrs H Watson had submitted written questions and received responses in advance of the meeting. She subsequently raised the following:

Q2.

Mrs Watson asked if the relevant risk assessment information could be made available and AG confirmed she would contact the Safety Advisory Group to that end.

Q4

Main points of discussion

Mrs Watson expressed her concern firstly that the records of gullies in the district were not up to date in order for contractors to carry out cleaning work and secondly that councillors were being asked to advise officers if they came across any that were not mapped.

The Chairman explained that Mole Valley in general had the 'least well mapped' gullies. Conways was going through the system and that work should be finished by late spring. He encouraged all members to advise officers of any gaps in the network that they become aware of and to use the online system for reporting blocked drains.

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Mrs Clack had submitted a written question and received a response in advance of the meeting.

Main points of discussion

Mrs Clack stressed the frustration of Brockham residents over the last 2 years in dealing with this issue, which they feel could be addressed by the adoption of the surface water pipe at a site in Stroud Green from its current owners, Thames Water. The area is particularly at risk of flooding and it is believed this could potentially be reduced if the pipe in question were to be connected to the surface water system.

Whilst the seriousness of the situation was recognised, the difficulties around dealing with Thames Water and making connections with the right people in the organisation were also stressed. As a result the Chairman suggested that the Committee Officer organise a site meeting with an officer from the Surrey County Council legal team as well as appropriate representatives from Thames Water, the Chairman and divisional member.

**5/15 PETITIONS [Item 5]**

One petition was received and considered under item 6.

**6/15 DORKING DEEPDENE STATION IMPROVEMENT PROJECT [EXECUTIVE FUNCTIONS] [Item 6]**

Declarations of Interest:  
None

Officer attending:  
Paul Fishwick, LSTF Project Manager

Petitions, Public Questions and Statements:  
One petition received

A petition containing 346 signatures was submitted for consideration at the meeting. Residents had asked to stop the removal of trees and vegetation at the station as part of the Dorking Deepdene station improvement project (phase 1). A response had already been provided by officers and that wording and the petition text were presented as a tabled item (see attached).

The petitioner Mrs P King presented the background to the subject of the petition. The removal of trees and vegetation had not originally been part of the consultation and there were both privacy and environmental concerns. The petition had been successful in getting the attention of both Surrey County Council and First Great Western. She was satisfied that some concessions had been made but stressed she will continue to challenge any unnecessary tree cutting in the future.

The Chairman thanked the petitioner for her hospitality at the site meeting and added that FGW had been under no obligation to consult before carrying out the work.

Main points of discussion:

Paul Fishwick confirmed that the number of responses received was similar to that in previous consultations and that feedback had in general been positive. He advised that the plans will be put on the Surrey County Council website once they are available. Mrs Watson commented that it was a costly scheme given its limited benefit, and did not address the issue that she had previously raised of the cycle path ending at the taxi rank.

With regard to the cutting back of vegetation Cllr Elderton queried whether as owners of the properties affected, Network Rail (NR) was aware of the plans. Paul Fishwick confirmed that NR owns the rail station and embankment but FGW are responsible for the maintenance and he believed they were in communication with NR regarding the modifications to the station, but he will check this.

**N.B. Annex 6 and 7 were missing from the original reports pack and were distributed at the meeting. These are attached to this item.**

The Local Committee (Mole Valley) agreed to:

- i. To note the results of the high level analysis of the public engagement (Annex 1)
- ii. That the outline project as set out in Annex 5 for 'on highway' improvements is approved and progresses to detailed design.
- iii. To note that the Local Committee will be updated on a regular basis during the life of the project.

And resolved to agree:

- iv. To the advertisement of a legal notice and traffic order for the introduction of a road table at the junction of Lincoln Road with Station Approach (Annex 6).
- v. That if the objections are received to advertisement of the legal notices and traffic orders, the Area Team Manager is authorised to try to resolve them in consultation with the chairman, vice chairman, divisional members and project manager, and decide whether or not they should be acceded to and therefore whether the orders should be made, with or without modification.

Reasons for recommendations:

To ensure that the Local Committee is kept informed of the scheme development, the Local Committee is asked to note the results of the analysis of the public engagement event on the Dorking Sustainable Transport Package (Phase 1) proposals, included in Annex 1, together with supporting information of Annex 2 the exhibition panels and Annex 3 the questionnaire.

**7/15 HIGHWAYS UPDATE [SERVICE MONITORING AND ISSUES OF LOCAL CONCERN] [Item 7]**

Declarations of Interest:

None

Officers attending:

Anita Guy (AG), Principal Engineer, South East Area Team

Petitions, Public Questions and Statements:

None

Main points of discussion:

The committee were informed that the update on Project Horizon had been deferred until October and Cllr Haque expressed frustration that the work on Cock Lane was going to be delayed further. Mrs Clack thanked the highways team for the work carried out in her division and praised the excellent communication between those involved in Project Horizon and local residents.

Mr Chris Townsend commented that the committee had not received a recent list of schemes being funded by developers contributions and requested that one should be presented at one of the next two formal meetings. Anita Guy said she would follow this up with the relevant team.

Mr Stephen Cooksey wanted to know whether the work in Dene Street would be discussed at the December meeting and Anita Guy advised that the Traffic Regulation Order would go as normal and that he would be contacted about how the consultation would be carried out.

Cllr Stanyard queried the success of two of the drainage schemes mentioned in Annex 2 which AG will check on. Mrs Hazel Watson wanted to know when

the road marking in Dorking Hills division would take place and AG will revert with a date when she has heard from the contractor.

The Local Committee (Mole Valley) agreed to:

- i. Note the contents of the report.

Reasons for recommendation:

To update the Local Committee on the progress of the Highways work programme in Mole Valley.

## **8/15 WOODFIELD LANE PROJECT [EXECUTIVE FUNCTIONS] [Item 8]**

Declarations of Interest:

None

Officer attending:

Anita Guy (AG), Principal Engineer, South East Area Team

Petitions, Public Questions and Statements:

None

Main points of discussion:

There were a number of counter arguments raised by various members of the committee.

As a resident of Ashted District Cllr Jones spoke out against the scheme and suggested that those who currently park on the existing single yellow line were not shoppers. These were more likely to be late commuters or possibly day-trippers to London unwilling to pay the £1 car park charge at the station rather than Ashted residents. He stressed that the main issue was the unavoidable damage to the chestnuts which were considered a feature of the village.

The Chairman invited Paul Anderson, Strategic Parks and Parking Manager for MVDC to speak on behalf of the district council. He confirmed that much work had been done with the Area Highways Team and that all their requirements with regard to the trees had been met with the provisions set out in the published report. He pointed out that some of the original trees had been unhealthy and had already gone.

Cllr Dickson said she was uneasy about the plans and recounted when this scheme had previously been proposed and abandoned; rather than risking damage to the trees she would prefer trying double yellow lines and suggested that the matter should be either be refused or deferred.



Cllr Seed questioned whether the results of the consultation were still valid and suggested double yellow lines would be cheaper. She also informed the committee that one developer in the area would seek to retract the monies meant for parking and traffic issues, if they were used for this scheme.

The Chairman advised that it was not yet confirmed which developers' funds would be used and if it was PIC money, there would more flexibility in where it could be spent.

Cllr Haque expressed his uncertainty on the issue. He said he did not want to make a decision without looking at other cheaper options and was concerned about protecting the trees.

Mrs Clack agreed with the district councillor and that although the local committee normally supported the local divisional member on matters, on this issue she had received letters from district councillors Hunt and Jones who disagreed with the scheme and would like it looked at again. She suggested that there was a need for a 'no return' scheme but the enforcement required would have to be costed out.

In response to a query from Cllr Elderton AG advised that they did not hold information on the current pattern of parking and Cllr Huggins concurred with the points put forward by Mrs Clack.

Cllr Stanyard recalled the original consultation in which large numbers of people had participated and as representative of a neighbouring ward, he was aware of how irate residents would be at having the scheme delayed further. He stressed that it was known at the time that the chosen option was the most expensive but that it represented best value.

Cllr Dickson moved for a refusal (seconded by Cllr Seed) and there was tied vote of 3 for and 3 against. In light of the previous discussions the Chairman proposed a deferral of the item to a future meeting and this motion was carried.

**The Local Committee (Mole Valley) resolved to agree:**

- i. To defer this item to a future meeting of the Local Committee (Mole Valley).**

**Reason for decision:**

**To allow officers to bring additional information for consideration.**

Cllr Stanyard left the meeting after this item at 4.03pm.

**9/15 PREPARATION OF NEIGHBOURHOOD DEVELOPMENT PLANS -  
PROGRESS UPDATE [FOR INFORMATION] [Item 9]**

Declarations of Interest:  
None

Officer attending: Jack Straw, Planning Policy Manager District Council

Petitions, Public Questions and Statements:  
None

The Local Committee (Mole Valley) agreed to:

- i. Note the content of the report

Reason

To update the Local Committee on the progress of Neighbourhood Development Plan preparation in Mole Valley.

## **10/15 COMMUNITY YOUTH WORK CONSULTATION RESULTS [EXECUTIVE FUNCTIONS] [Item 10]**

Declarations of Interest:  
None

Officers attending:  
Jeremy Crouch, Practice Lead East  
Steve Tait, Senior Practitioner Mole Valley

Petitions, Public Questions and Statements:  
None

### Main points of discussion:

Officers confirmed that some proposals, mainly in Ashted, had been adjusted in light of the results of the consultation. Mr C Townsend expressed his dissatisfaction with the Resource Allocation System (RAS) formula in general. The resulting 42% reduction in funding for community youth work services in Mole Valley meant that there would be no capacity to be able to react to changes in the level of need.

He suggested that Mole Valley may have been penalised for being too successful in tackling the problem of NEETS. He pointed out that the numbers of young people affected could change dramatically especially as schools are being expanded and asked where those who needed it would go for support. He highlighted the reduction of services in Ashted from 5 days to just 9 hours a week but was encouraged by some new ideas being developed in the community. He acknowledged that there was now a need to move forward but would prefer to go for option 2 set out in the report.

Mrs H Watson agreed that the level of the cuts was unacceptable and had voted against them but suggested option 1 was the 'least worst.' There was general agreement between members that the district had been 'too successful' but Mrs H Clack stressed the need to make sure that resources were targeted and praised the youth task group for having worked well in

scrutinising the reports; she also supported option 1 of the recommendations. There was widespread recognition of the good work being done by community youth teams in the district.

Cllr Elderton queried whether the focus on 'employment' risked creating silos but Jeremy Crouch stressed that while they helped young people develop the necessary skills to enter the workplace, there was still an emphasis on traditional key skills and personal development. He acknowledged that young people do not exist in isolation and that the youth service works with partners to make sure their approach is coordinated. He also explained that this was part of a wider strategy around 'early help' and that Surrey County Council was participating in a south east pilot scheme on this theme.

The Local Committee (Mole Valley) resolved to agree:

i. The proposals set out in 3.1 of the report as formal guidance for the Community Youth Work Service.

Reasons:

These changes are designed to enable the Community Youth Work Service to better support the Council's strategic goal of employability for young people; implement a County Council Cabinet steer to allocate more of our resources to the areas of greatest need and respond positively to an overall funding reduction of 11% for Community Youth Work across Surrey.

#### **11/15 SURREY YOUTH PREVENTION ANNUAL PERFORMANCE [SERVICE MONITORING AND ISSUES OF LOCAL CONCERN] [Item 11]**

Declarations of Interest:  
None

Officer attending:  
Sarah Wright, Senior Youth Support Officer  
Jeremy Crouch, Practice Lead East

Petitions, Public Questions and Statements:  
None

Main points of discussion:

Mrs H Clack remarked that the general downward trend in the level of NEETS was to be applauded. She also wanted to know whether the district was ready to accommodate any young migrants in view of the fact that both Cobham and Clacket Lane services are often used as points of escape by arriving migrants. JC confirmed that the team had already been doing work at Clacket Lane for a while and would provide her with more information outside of the meeting.

The Local Committee (Mole Valley) agreed to:

- i. Note how Services for Young People has supported young people to be employable 2014 – 2015 (as set out in the appendix).

Reason:

The Local Committee has an important part to play in supporting the local development of Services for Young People, ensuring that we are providing the right support to young people in local communities. In particular they have an important formal role in relation to the Local Prevention Framework and Centre Based Youth Work.

#### **12/15 RECOMMENDATIONS TRACKER [FOR INFORMATION] [Item 12]**

Declarations of Interest:

None

Officer attending:

Sarah J Smith, Community Partnership and Committee Officer (Mole Valley)

Petitions, Public Questions and Statements:

None

It was agreed that any items where actions were shown as being complete, should be removed from the tracker for the next meeting.

#### **13/15 LOCAL COMMITTEE AND MEMBERS' ALLOCATIONS [FOR INFORMATION] [Item 13]**

Declarations of Interest:

None

Officer attending:

Sandra Brown, Community Partnership Team Leader (East)

Petitions, Public Questions and Statements:

None

**An updated report was included in the tabled papers (attached).**

The Local Committee agreed to note:

- i. The Members' Allocation applications received and amounts spent, as set out in the tabled document (attached).

Meeting ended at: 4.40 pm

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**Chairman**

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**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (MOLE VALLEY)**



**DATE: 09 SEPTEMBER 2015**  
**LEAD OFFICER: SARAH SMITH, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER**  
**SUBJECT: WRITTEN QUESTIONS FROM MEMBERS OF THE PUBLIC**  
**DIVISION: ALL**

**Questions received from Ms Gill Riggs (on behalf of Holmwood Park Residents' Association)**

1. We were promised at the start of this year, white lineage at the junctions of Holmbury Drive, Shellwood Drive and Leith View. This is due to the enormous number of vehicles turning in or out of these junctions, at speed, with many reported accidents and near misses – it is a daily occurrence, and many times each day. Drivers feel they are on a continuous road – not turning in or out of a spur. We also have an elderly person's home in Dukes Ride, which leads into Holmbury Drive.

We were advised that the white lineage would be done within three months, which has extended and extended. We were also advised that the job required sufficient work for a gang for a day, as the minimum cost would be £750 regardless of volume. We find it difficult to believe that a day's worth of white lineage has not accumulated locally in this time – especially as we have witnessed many worn out white lines in the local area/Dorking etc. and have also seen white lineage done in other roads in the nearby area.

Could this work now be given a high priority, or are we waiting until there IS a fatality?

**Response from SCC Highways:**

Following a request from the Holmwood Park Residents Association it was agreed to provide junction markings at four locations on the Holmwood Park Estate. The most cost effective way of providing new road markings is to batch them together with other new road markings in the same area. A batch of new road markings in the Dorking area, including the junction

markings on the Holmwood Park Estate has been ordered through our contractor and is currently waiting to be programmed.

The renewal or refreshing of existing white lining is carried out as part of a separate programme, and it is not possible to add the provision of new road markings to this programme.

A review of recorded personal injury collisions on the Holmwood Park Estate shows that there has been one slight personal injury collision in the past three years. This collision did not involve a turning manoeuvre, and the Police considered illness to be a contributory factor in this collision.

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2. At the latter part of 2014, SCC's website showed as planned works, resurfacing on Holmwood Park, between Russet Way and the junction of Wildcroft Drive/Holmsdale Road. It showed a link on your interactive map, showing dates for the work to be between mid December 2014 and March 2015. The use of traffic signals was mentioned. We advised residents accordingly, but there was no sign of this work. There are parts of this stretch which are in an appalling condition, including Larkspur Way and in Wildcroft Drive where the bus turns, yet this work has been ignored, having been listed. Additionally, why does SCC not ENFORCE the bus company to put right the constant and repeated damage it causes when reversing into Westlees Close from Wildcroft Drive to turn the bus around. SCC did a small amount of patching there a couple of years back, but it was very poorly done and lasted no time at all.

### **Response from Surrey Highways:**

Following meetings between the Residents Association and the local Maintenance Engineer a section of Wildcroft Drive (between Holmsdale Road and Westlees Close) and a section of Larkspur Way (between Magnolia Way and Wildcroft Drive) were identified for potential resurfacing.

A bid was submitted by the Maintenance Engineer for work under the 2014/15 Winter Damage and Flood Recovery programme which included many sites where significant highway damage had occurred on the highway network. As a part of the process all the sites included in the bid went through the scheme preparation process which included notification to utility companies about the impending works to ensure such work was coordinated. The full list of potential sites were also added to the interactive website at that time, before any final decision had been made about which schemes were to go forward into the works programme. This happened in error and the system



has since been change to ensure that no sites are advertised on the website until a final decision has been made regarding its inclusion in a work programme. The County Council can only apologise for this error.

Subsequent to this, the twenty two sites that were bid for in Mole Valley were prioritised resulting in eighteen sites going forward to construction with the remainder being not funded. Wildcroft Drive and Magnolia way were two of the sites that were not funded from the winter damage budget because the surface deterioration was not as severe as other sites on the bid list.

It should be noted that the road condition data taken from CVI (Coarse Visual Inspection) surveys would not trigger any of the roads in Holmwood Park as potential major maintenance schemes. CVI surveys for roads of this nature are carried out every 4 years, with the last survey carried out in Holmwood Park undertaken in Sept 2014.

However, the Mole Valley Maintenance Engineer has confirmed that these two sites remain on the potential sites list awaiting a suitable funding opportunity in the future.

Both sites will rolled forward for possible inclusion in next financial years (2016/17) Local Structural Repair (LSR) programme, which will be subject to member approval and the budget allocation.

Both sites are regularly inspected for highway safety defects and will continue to be kept safe until the resurfacing can be funded and carried out. The surface defects that are visible do not currently meet the County Councils criteria for urgent safety defect intervention at this time.

Given the age and types of surfacing used on the existing road surfaces throughout the estate, some deterioration can be expected over the 35 years since its construction. The various surfacing used on different parts of the estate can and do deteriorate at different rates. The presence of the bus route on Wildcroft Drive may have contributed to the deterioration to some extent; however this is considered normal traffic use and therefore wear and tear. There is no onus on the bus company to contribute to the maintenance of highways used by their vehicles.

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**Questions from Mr Walter Blanchard**

You have no doubt received many complaints about the increasingly difficult access to Dorking from the Westcott direction, held up mainly by almost permanent congestion at the Vincent Lane/Westcott Rd junction. I live just off the Horsham Road to the south of Dorking and if I wish to visit my doctor's surgery in South St. I can either go south down Flint Hill, round the bypass and back into the High St (five sets of lights) or go north, using Vincent Lane and West St. (four sets of lights) adding to the jams whichever way. Until it was recently made 'access only' Vincent Road was a neat shortcut, eliminating my car from the jams and saving myself 10 minutes.

There appears to be a growing tendency in Dorking to close residential roads to through traffic by restricting them to 'access only'. These are public roads maintained at public expense by the County Council that are effectively being turned into council owned car parks with access limited to residents only, which is most unfair to the rest of us who are expected to pay for their upkeep through Council Tax. I happen to live in a private road which is maintained by we residents who pay a substantial sum each year towards a Road Fund, eliminating any need for outlay on its maintenance by the Council. We have not closed it to public use in spite of the fact that it is often used as a "rat-run".

1 Will Surrey County Council consider implementing a scheme to pass on the cost of cleaning and maintenance of a road made 'access only' to the residents of that road?

**Response from SCC Highways:**

There are no plans to pass on the cost of cleaning and maintenance of Vincent Road to the residents of that road. Vincent Road remains a public highway despite the prohibition of traffic order that was implemented as a result of the Lidl development. Therefore the costs of cleaning and maintaining Vincent Road are the responsibility of Mole Valley District Council and Surrey County Council respectively.

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2. In view of the urgent need to keep open all possible alternative routes around jam-points can Surrey County Council reassure us that this type of scheme will not be increasingly implemented in other areas of Dorking?

**Response from SCC Highways:**

Any prohibition of vehicles order would require the support of Mole Valley Local Committee. As part of the order making process there is a statutory consultation period and members of the public have the opportunity to comment on the proposal.

Officers can confirm that there are no proposals at the current time to prohibit vehicles using any other roads in Dorking.

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**Question from Deanna Weller (on behalf of SeeAbility)**

Will Surrey County Council explain the decision to use smart studs within the shared space area along the Leatherhead – Ashtead cycle path? These do not meet the needs of the large number of visual impaired residents within the area. Will the council also then set out what action it will take to bring the path up to the requirements necessary for the safety of the disabled?

**Response from SCC Highways:**

The new path is not aimed at, and is unlikely to be used by, high speed sports cyclists. Rather it is aimed at, and more likely to be used by, slower “every day” ordinary cyclists including children and less confident cyclists who would not wish to ride in the road within busy traffic. For much of route the pedestrian use is low and therefore the risk of conflict between pedestrians and cyclists is low. However an informal segregation has been provided on a section of the path on Epsom Road due to the likelihood of higher footfall in the vicinity of Downsends School and where there is sufficient width available to provide segregation.

A number of factors were taken into account when deciding to segregate cyclists and pedestrians on this length of shared path using an informal stud method rather than the traditional formal method of a solid raised tactile white

line accompanied by “ladder and tramline” tactile paving across the path at every start and end point. It was concluded that:

- The current layout would encourage courtesy and considerate behaviour between pedestrians and cyclists. A more formal segregation between cyclists and pedestrians using a raised white line could result in a feeling of increased “entitlement” by some cyclists and this could result in higher speeds and less considerate behaviour by cyclists on the section they consider “theirs” to use. This could increase perceived danger and could feel intimidating to pedestrians.
- A tactile white line would need to be accompanied by “ladder and tramline” tactile paving across the entire width of the path at every point that the segregated section starts and finishes (i.e. either side of every side road crossing, and in the vicinity of the signalised pedestrian crossing) to indicate to the visually impaired and cyclists as to which side of the path they should be on. This would need to be provided in addition to the existing “blister” tactile paving provided to indicate pedestrian crossing points across each of the side roads. Therefore this would result in a large amount of tactile paving over a short length which could be confusing and unattractive.

The scheme was designed to include a number of benefits for disabled people, as summarised below:

- Care was taken to de-clutter the route and to reposition street furniture, lighting and bus stops to improve the route for both pedestrians and cyclists.
- Pedestrian and cycle symbols are provided on the path to help highlight which side each should use on the segregated section.
- Raised tables across side roads to slow motorised traffic and to improve the safety and convenience for pedestrians, wheelchair, and mobility scooter users when crossing the side roads.
- A new signalised crossing next to the Knoll Roundabout which previously was very difficult place for pedestrians to cross, and new signalised crossing points near the junctions with Stag Leys and Greville Park Road.
- Improved pedestrian crossing facilities at the junction with Grange Road and Ermyn Way, replacing an old, unattractive stepped pedestrian bridge that was inconvenient to use and did not comply with modern standards for the mobility impaired.

The use of the studs to provide an “informal” segregation between pedestrians and cyclists on part of this scheme is a new idea and the

opportunity to discuss the experiences of visually impaired residents and any specific problems that they may be experiencing on this route would be welcomed. Officers will contact the correspondent to this end.

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**Questions from Mr Peter Seaward (on behalf of Bookham Residents' Association)**

1. **Dorking Road Bookham** - Thank you for the work recently carried out cleaning gullies and soakaways on Dorking Road. We look forward to the implementation of the remaining phases of this work to minimise runoff coming into the Dorking Road from Polesden Lacey, Chapel Lane and Admirals Road. May we have a programme for this work please?

**Response from Surrey Highways:**

The design is substantially complete and being priced. Once the works have been ordered, they will be programmed by the contractor. The Chairman, Vice-Chairman, who is also the divisional Member, will be updated once the programme date is available.

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2. **Flooding on Lower Road in Bookham.** Recently we asked SCC Highways for updates in the other three areas of flooding that we previously raised:

1. Lower Road between East Street and the Squareabout.
1. Lower Road at the corner of Lower Road Recreation Ground.
2. Lower Road and Junction of Water Lane.

Of these three locations No 1 is of serious concern. This is because every time it rains the full width of the carriageway floods to a considerable depth and the footways become impassable. Could we have an indication as to when this problem will be better understood and solutions implemented please?

**Response from Surrey Highways:**

Lower Road between East Street and the Squareabout: Investigations have been carried out using the jetter and the gullies have been cleared. However, the drainage system goes through the graveyard at St Nicholas Church. This is being taken forward by the Bookham Flood Forum.

The Flood Forum has historical maps which show a Pond in the corner of the graveyard. This pond has since been filled in and used for burials. This issue has passed on to the Flood Forum to investigate further with the church.

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**3 Accidents to Wild Animals on Church Road Bookham.**

Church Road has a series of bends with poor sight lines close to the National Trust Tunnel Car Park. Serious accidents involving the death of wild animals (young deer) have been reported and we have requested some form of traffic calming. The accidents are both unfortunate for the animals but are also a traffic danger, as these deer can be quite large. May we have an update on measures that are being considered for implementation at this location please?

**Response from Surrey Highways:**

Officers have no record of the request for traffic calming measures on Church Road in Bookham. A review has been carried out of personal injury collisions on Church Road, in the vicinity of Bookham Common. Over the past three years there has been one collision involving serious personal injury and two collisions involving slight personal injury. In none of these collisions did the police consider animals in the carriageway to be a contributory factor. Consequently, there are no proposals to introduce traffic calming in Church Road, Bookham at the present time. However, in view of the concerns expressed by Bookham Residents Association, it is proposed that Wild Animal (Deer) warning signs are installed in Church Road on both approaches to Bookham Common.

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (MOLE VALLEY)**

**DATE: 09 SEPTEMBER 2015**

**LEAD OFFICER: SARAH SMITH, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER**

**SUBJECT: LC MEMBERS' WRITTEN QUESTIONS**

**DIVISION: ALL**



**Questions received from Mr Stephen Cooksey (Dorking and the Holmwoods)**

1. There has been speculation in Dorking that one reason for the increased congestion experienced over recent months is the phasing of the various sets of traffic lights in the town centre. Would you please indicate how regularly the phasing of traffic lights is tested in Dorking town centre, when the last tests were undertaken, what were the findings of those tests and was any remedial action found to be necessary? When will the phasing next be tested?

**Response from SCC Highways:**

The frequency of reviews of signal timings and revalidation of traffic signal sites, normally depends on what type of mode the site is running, ie. if the signals are Vehicle Activated or operate on an automatic system such as MOVA (Microprocessor Optimised Vehicle Actuation). The data sets used at MOVA sites are normally revalidated every 2 to 3 years, although this can in practice be considerably longer if there are no known problems at a site. Sites are reviewed on an ad-hoc basis when information is received from Surrey's Traffic Control Systems, Police, Councillors or the public to say they are not running to their optimum performance. It should be noted that the timings used at traffic signals are required to comply with Department for Transport specifications.

The traffic signals in Dorking town centre are mainly vehicle activated (VA), with the signals at the Westcott Road/Vincent Lane junction and High Street/London Road/Reigate Road junction both controlled through MOVA. The Westcott Road/Vincent Lane junction was last validated in 2009 and is currently being reassessed. The High Street/London Road/Reigate Road junction was last assessed in December 2013. The 'Pump Corner' junction, which is a VA site, was re-designed in 2009. This site had on-going issues following construction and was the subject of numerous complaints. Subsequent work by the Traffic Operations team resulted in these signals running to their optimum efficiency.

Traffic signal controlled pedestrian crossings are normally only checked when reports are received that they are not running efficiently.

Development, highway and utility works both in Dorking and in the surrounding area have impacted on traffic flows through Dorking in recent months. Resurfacing of part the A25 through Dorking town centre as part of the Operation Horizon programme is due to start later this month. This will also impact on traffic flows and the traffic signal detection loops in the carriageway. Once this work has been completed, and subject to their being no other works having a major impact on traffic in Dorking, the traffic signals team will be able to monitor the traffic signals to assess current operation and determine if any changes can be made to the timings to optimise capacity at the junctions. The findings will be reported to the Local Committee Chairman, Vice-Chairman and divisional Members.

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 2. When was the last time that traffic movements through Dorking town centre were modelled and what action was taken as a consequence of that modelling? When is it next proposed to undertake modelling of traffic movements in the town centre and what resource does County Highways propose to set aside to implement any actions that are revealed as being necessary to reduce congestion as a result of that modelling process?

**Response from SCC Highways:**

The last modelling undertaken specifically on Dorking was in 2011/12, and was associated with potential developments in the town. The work was undertaken for Mole Valley District Council (MVDC), who hold the information. MVDC would need to be approached directly to obtain any information.

Modelling work has been carried out subsequently, but this has been at the strategic level considering the District as a whole rather than Dorking specifically. This was carried out for MVDC as part of their Local Plan.

There are no current plans to undertake the modelling of traffic movements within Dorking.

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 3. At the last meeting of the Local Committee I was informed that work was being undertaken to deal with the problem of speeding traffic in Punchbowl Lane. What progress has been made with this project and when can we expect proposals to come forward for consultation.

**Response from SCC Highways:**

As reported to the Local Committee in June 2015, Surrey's Design Team has been instructed to investigate proposals to address speeding issues in Punchbowl Lane. As advised in the Highways Update Report on this agenda, schemes that are design only are only started in the latter part of the



financial year. The divisional member will be updated when proposals for Punchbowl Lane have been developed.

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4. The ITS budget for 2015-16 has allocated £20,000 for design and construction of a scheme of one way working for Dene Street, Dorking. Could you please indicate what progress has been made with this scheme and when proposals will be forthcoming?

**Response from SCC Highways:**

The proposal for making Dene Street one-way from the A25 Dorking High Street to Heath Hill is being progressed. It has been agreed that the one-way working will be introduced on an experimental basis which will enable local residents, businesses and other interested parties to comment on the actual rather than the perceived impact of the scheme. The experimental Traffic Regulation Order would be valid for 18 months with consultation carried out during the first 6 months of the experiment. Local residents and businesses directly affected by the proposals would be informed of the proposal prior to implementation. A formal consultation letter/questionnaire would be distributed once the one-way is operational and traffic movements settled down. The results of the consultation will form the subject of a future report to Local Committee for decision on whether or not to make the one-way working permanent.

Details of the scheme will be shared with the divisional Member once finalised. Officers will liaise with the divisional Member regarding information and consulting local residents and businesses. It is expected that the experimental one-way working will be implemented in February, after the Christmas and January sale period.

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**Questions received from Mrs Hazel Watson (Dorking Hills)**

1. A representative of Surrey Police and I recently drove in Hollow Lane and Leith Hill Road from the A25 towards the Ockley Road to discuss the suitability of the current 60 mph speed limit on this road and whether it would be more appropriate to reduce the speed limit to 40mph. The representative of Surrey Police also took a number of sample speed readings which indicated that cars using the road were travelling at around 40 mph - a sample test which indicates that a 40 mph speed limit could be appropriate to improve the quality of life of local residents where there are no

pavements and there are poor sight lines where there are bends in the road. Such a 40 mph speed limit would also be consistent with the speed limit implemented a couple of years ago on the parallel road of Fedlay Road / Holmbury Lane.

After reviewing the geography of the road and conducting the sample test, Surrey Police indicated that they were likely to be sympathetic to a 40mph speed limit on Hollow Lane / Leith Hill Road if a speed limit survey supports the findings of the sample test carried out. As such, can provision be made in the budget for such a speed limit review to be carried out and then can the speed limit review be carried out so that this much needed reduction in the speed limit can be progressed?

**Response from SCC Highways:**

Hollow Lane and Leith Hill Road (plus Leith Hill Lane) form a route between the A25 to the north and Ockley Road to the south, a distance of approximately 4.2 miles. The roads are currently subject to speed limits of 60mph, i.e. the national speed limit for single carriageway roads. The roads are rural in nature, with a number of adjoining roads. There are residential accesses, mainly along Hollow Lane and near the junctions with Abinger Common Road and Pasture Wood Lane.

It is proposed that automatic speed surveys are undertaken this financial year, subject to the identification of suitable survey sites. These surveys can be funded from the Mole Valley Local Committee's revenue budget. The surveys will be carried out in accordance with SCC's speed limit policy 'Setting Local Speed Limits'.

The results of the surveys will be assessed in accordance with SCC's speed limit policy, including consultation with SCC's Road Safety Team and Surrey Police's Road Safety and Traffic Management Team. The outcome of the assessment will be reported to the Chairman, Vice-Chairman and divisional Member.

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2. When granting the road closure order for the Prudential RideLondon cycle event in August 2015, the County Council had to comply with the legislation which states: "...but no such order shall be made with respect to any road which would have the effect of preventing at any time access for pedestrians to any premises situated on or adjacent to the road or to any other premises accessible for pedestrians from, and only from, the road."

In relation to the Prudential RideLondon cycle event, did the County Council ensure compliance with this legislation and ensure that unimpeded pedestrian access was maintained to all properties adjacent to all roads on the route at all times having regard to the speed of the peloton along the narrow country lanes used for this event?

**Response from SCC Highways:**

The events team have confirmed that all roads were available to residents and pedestrians throughout the RideLondon event, in accordance with the legislation. Exemptions to the closure are set out in the Traffic Regulation Order made by the Highway Authority and delivered by the event organiser.

Risk assessments, delivery and management of the event safety arrangements are delivered by the event organiser. These plans are reviewed by Surrey Partners through the Safety Advisory Group.

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3. The footpath alongside the A25 from the bottom of Coast Hill in Westcott through Wotton and to Abinger Hammer is badly overgrown with vegetation, making it impassable for pedestrians. Having raised this with Highways, I was recently informed that the footpath alongside the A25 is incorrectly missing from the areas to be cut by the District Council's contractors, but that this is now being resolved. Can assurance be given that the overgrowth will be cut back and the whole length of the footpath will be made passable by pedestrians by the end of September at the latest?

Furthermore, in view of this confusion which follows the responsibility for Highway verge cutting transferring to the District Council from the County Council earlier this year, are there any other footpaths alongside other roads that have not been cleared of vegetation by the District Council's contractors and if so what action is being taken to resolve this problem?

**Response from SCC Highways:**

The footpath alongside the A25 from Coast Hill, Westcott to Abinger Hammer was omitted from the areas to be cut by Mole Valley District Council (MVDC) when they took over the responsibility for verge maintenance. Surrey officers have confirmed with the District that this is an error and that this section of the A25 should be cut as part of the rural flail programme. MVDC are responsible for programming the date when the flailing will take place and have been made aware of the urgency of carrying out this cut.

The Mole Valley Maintenance Engineer has offered to assist MVDC with any advice about any highway areas they are unclear about in the future. Officers will also be liaising with them regarding highway hedges to ensure these are included. If Members are aware of any other areas of verge maintenance that appear to have been omitted, these should be raised with the Maintenance Engineer so they can be raised with the District as appropriate.

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4. In response to a request by me for gullies to be cleared on Adlers Lane at the junction with Pilgrims Close in Westhumble, Highways informed me

that "these drainage assets are not plotted and do not form part of our program". Given this response, can I be assured that these gullies have now been plotted and that they will be on the Council's gully cleaning program from now on? Furthermore, can an assessment be given as to the extent of the problem of gullies not being plotted and thus the extent of the problem of gullies being missed out from the annual cleansing program and that if this is an issue what action is being taken to resolve the situation?

**Response from SCC Highways:**

The gullies on Adlers Lane at the junction with Pilgrims Close will require a visit from the jetter to be logged onto the system. Once it is on the system, the gullies will be emptied as part of the cyclic gully cleaning programme. The Mole Valley Maintenance Engineer is aware that this needs to be carried out and will ensure that the gullies are added to the asset inventory at the earliest opportunity.

The contractor has raised concerns with SCC that there are a number of roads in Mole Valley that need to be added to the system as they are currently not showing any drainage assets and so do not form part of the cleaning programme. The contractor has started a list of these roads. If Members are aware of any roads in their division which have gullies that appear to be missing from the asset inventory, they can advise the Mole Valley Maintenance Engineer who will liaise with the contractor.

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5. There is a finger post in Abinger Common on an island at the junction of Abinger Lane with Water Lane near the church with no sign on it but just a wooden post. Also the sign in the finger post at the junction of Raikes Lane with Abinger Lane is broken. In July 2014 I wrote to Highways and to Surrey Hills AONB to request these missing and damaged signs to be replaced, but no action has been taken. When will the missing and damaged signs be replaced?

**Response from SCC Highways:**

The missing signs were custom-made wooden signs on oak posts incorporating the Surrey Hills logo. Advice has been sought from Surrey Hills AONB and the original finger signs were painted soft wood, which have proved to be less durable than anticipated. Current practice is to use a more durable recycled material. It is proposed that officers investigate the existing condition of the posts and liaise with SCC's contractor to procure replacements of the finger signs. Surrey Hills AONB representatives have agreed to continue to advice and highways officers will report on progress to the divisional Member.

**Question from Mrs Helyn Clack (Dorking Rural)**

Recently the Brockham Flood Forum listened to a presentation from Persimmon Charles Church about solving the flooding problems in the village and community of Strood Green. This was, Persimmon admitted a precursor to a new planning application for building homes on Tanners Meadow.

During the winter of 2013/2014 over 90 properties were affected by flooding in Brockham. The flood forum local membership has repeatedly stated that there is a very large surface water drain pipe originating in Strood Green travelling across farmland to Tanners Brook which is unconnected to any surface water ditches in the community and therefore dry. After several enquiries it was discovered that Thames Water owned this pipe.

Persimmon drainage consultants told the flood forum that if this pipe was connected to surface water drainage in the Strood Green Community it would vastly relieve the pressure of flood waters arriving in the community from the surround locality during and after heavy rainfall. They have said that they would include this pipe in their proposals for any application for drainage relief as a requirement for planning.

Whilst the flood forum is pleased that others now recognise the importance of this pipe to flood relief, the community does not need or want additional housing in order to make use of this resource. Is it possible for this drainage pipe to be adopted by Surrey County Council, Mole Valley District Council or even the local Brockham Parish Council in order that works can be undertaken to connect it to local drainage. Can the District Council's Scrutiny Committee call in Thames Water to account for this unused resource?

I welcome the District council's initiative on the Infrastructure Needs Assessment which will give the flood forum, the residents of Strood Green and the Parish Council the opportunity to formally put their infrastructure needs forward (as well as doing the same for all other communities) giving the district a mandate to work with the water authorities.

Will the local authorities agree to investigate whether they could invest a small amount of funding to connect this surface water drainage pipe in order to relieve the pressure of flooding on the community of Strood Green in Brockham?

**Response**

The issue raised is a complex one which will require further investigation. An interim response is provided below. The Chairman, Vice-Chairman and divisional Member will be updated once more information is available.

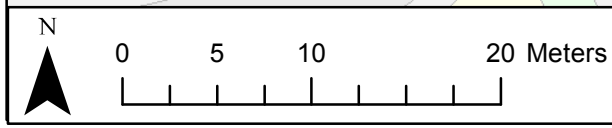
It is understood that the pipe in question is likely to be registered as a public sewer and as such would be under the responsibility of Thames Water. From the information held, it appears that the pipe currently drains a series of small private ditches although further information would be required to assess

whether it could be utilised to relieve flooding in the area. Any proposals to connect to a surface water sewer, either as part of a flood alleviation scheme or development, would need to be formally agreed with Thames Water.

Surrey County Council has been allocated funding by the Thames Regional Flood Coastal Committee to carry out an initial investigation into potential options to alleviate flooding in Brockham and Strood Green. This investigation will look at Surface Water Flooding in the area as a whole in order to find the best solution for the flooding issues, although any viable scheme that is identified would need to secure funding to take forward. Officers will continue to work with the Brockham Flood Forum in carrying out this work and would be happy to discuss any potential options with them.

Adopting a public sewer would need to go through a complex legal process that would take a considerable amount of time to achieve. Officers believe that the best course of action would be for SCC to continue to work with both Thames Water and the Brockham Flood Forum in identifying potential options for reducing flood risk in this community.

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Plan 15 Dorking STP (Phase 1) - road table on Lincoln Road

Drawn: 21/08/15  
 Revised: -  
 By: CT

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## Surrey Cycling Monitor August 2015

### Top line results for Mole Valley

**Table 1**

<b>Cycled in the last 12 months</b>	<b>Surrey overall (1671)</b>	<b>Mole Valley (154)</b>
Yes	46%	56%
No	54%	44%

**Table 2**

<b>Cycling frequency*</b>	<b>Surrey overall (765)</b>	<b>Mole Valley (85)</b>
I cycle daily / 2-3 times each week	36%	27%
I cycle once a week	14%	14%
I cycle 2 – 3 times a month	12%	8%
I cycle once a month	13%	18%
I cycle occasionally probably 4-6 times a year	14%	21%
I cycle infrequently probably between 1 and 3 times a year	11%	12%

*\* Base: All who have cycled in the last 12 months (excluding no answers)*

**Table 3**

<b>Ever considered taking up cycling again*</b>	<b>Surrey overall (896)</b>	<b>Mole Valley (68)</b>
Yes, on several occasions	24%	15%
Yes, just once	7%	13%
No	68%	69%
No answer	1%	3%

*\* Base: All who have NOT cycled in the last 12 months*

**Table 4**

<b>Likelihood of taking up cycling*</b>	<b>Surrey overall (892)</b>	<b>Mole Valley (68)</b>
Very likely	9%	3%
Quite likely	20%	26%
Quite unlikely	18%	22%
Very unlikely	53%	49%

\* Base: All who have NOT cycled in the last 12 months (excluding no answers)

**Table 5 (Mole Valley Figures only)**

<b>Factors influential in decision to start cycling</b> <i>Base: All who are very or quite likely to take up cycling again</i>	<b>Very/highly influential</b>	<b>Quite influential</b>	<b>Not influential</b>
A Discount bike purchase schemes (17)	5(29%)	1(6%)	11(65%)
B More leaflets/ info on different cycle routes (17)	1(6%)	6(35%)	10(59%)
C Having someone to cycle with (17)	2(12%)	4(24%)	11(65%)
D More time available to cycle (19)	13 (68%)	1(5%)	5(26%)
E Cycle paths separated from traffic (19)	14(74%)	2 (11%)	3(16%)
F More space on the roads (19)	7 (37%)	7(37%)	5(26%)
G Cycle hire schemes easily available & affordable (18)	4 (22%)	3(17%)	11(61%)
H Cycle training schemes easily available & affordable (18)	1 (6%)	1 (6%)	16 (89%)
I Cycle locks/security storage in Surrey town centres (18)	1 (6%)	4 (22%)	13(72%)

Note there are very low base sizes on Table 5 please take care in interpretation. For this reason we have shown figures in numbers and percentages

Percentages may not add to 100