

DRAFT

Minutes of the meeting of the
Mole VALLEY LOCAL COMMITTEE
held at 2.00 pm on 15 June 2016
at St Paul's Church, St Paul's Road West, Dorking, RH4 2HT.

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

Borough / District Members:

- * Cllr Rosemary Dickson
- * Cllr Paul Elderton
- * Cllr Raj Haque
- * Cllr Mary Huggins
- * Cllr Peter Stanyard
- * Cllr Chris Hunt

* In attendance

29/16 APOLOGIES FOR ABSENCE [Item 1]

There were no apologies.

30/16 MINUTES OF PREVIOUS MEETING [Item 2]

The minutes were agreed to be a true record of the meeting held on 02 March 2016.

Referring to page 3 (Highway Schemes Update) Chris Townsend requested that officers come back to him on why the work in Taleworth Road had not been completed. With reference to page 6 (Parking Review) he requested an update on when the lines (particularly) near the Greville School would be completed.

With reference to page 4 Clare Curran noted that she had asked Committee Officer Sarah Smith to contact Surrey Police with regard to establishing a speed survey in Kennel Lane, once Cock Lane had been resurfaced.

31/16 DECLARATIONS OF INTEREST [Item 3]

No declarations of interest were received.

a PUBLIC QUESTIONS [Item 4a]

No declarations of interest were received.

Officers present:

Zena Curry, Area Highway Manager
Anita Guy, Principal Engineer

Scott Williams had submitted four written questions (attached) regarding cycle speed control barriers at South Holmwood subway. He had been invited to participate in a site visit on Monday 13 June with officers, members and other interested parties and AG gave the following verbal responses to his questions:

1. A review of the barriers will be carried out and possible alternatives will be brought back to the Chairman and Mole Valley Cycle Forum.
2. Mirrors are unfortunately not vandal proof so there is no intention to replace these.
3. Highways will look for signage that encourages cyclists to dismount.
4. AG has spoken to the maintenance engineer who will arrange for the 'gang' to go out and have a look.

Ron Billard asked a supplementary on Mr Williams' behalf. He pointed out that part of the path near Beare Green was in need of maintenance and requested the work be put on the schedule to be done.

AG confirmed that it had been agreed with the Chairman and Vice-Chair that the remainder of last year's budget for the scheme would be transferred. Mr Williams asked for clarification on how much the barriers had cost and AG agreed to find that information for him.

Michael Agius had submitted questions on behalf of the Bookham Residents' Association and had received written responses in advance of the meeting and put the following supplementaries:

1. He asked when funding might be available as they were under pressure from The Grange to have the footway extended. ZC explained that the LC only has limited capital funding and this was allocated to priority schemes last November. It can be considered again next November.
2. No question
3. He asked that details of the schemes be brought to the next flood forum meeting and ZC to contact the Resilience Team.

b MEMBER QUESTIONS [Item 4b]

No declarations of interest received.

Officers present:

Zena Curry, Area Highway Manager
Anita Guy, Principal Engineer, Highways
Steve Clavey, (StC) Senior Engineer, Parking

Cllr Dickson had submitted a written question and had received a written response. She had no supplementary as the potholes had already been 'ringed' ahead of the work being carried out.

Stephen Cooksey had received responses to five written question in advance of the meeting and asked the following supplementaries:

1. He wanted to know what was happening about the brief as already part way through June and whether it would be shared with Members for Dorking. ZC explained that they were looking for innovative ideas so were keeping the brief as open as possible, but that Members could contribute. She stressed again that it was tied in with Growth Deal 3 and could take 18months – 2years.
2. SC commented that any reduction in speed limit would also benefit children attending St Paul's school.
3. SC stressed his disappointment at this response and that he found the situation 'unacceptable'. ZC/AG had spoken to the Legal Team about additional signage but this was not allowed. The police had undertaken some enforcement but had no resources to continue on a regular basis. HC suggested that perhaps the police could use a mobile camera to take photos of offenders in a targeted operation. It was agreed that the Local Committee would send a strongly worded letter to the police outlining the concerns and asking for action (Committee Officer to draft).
4. SC stressed the importance of clear communication in the parking review process. He did not think it good enough that residents should have to respond via the internet and wanted to know if the scheme could be revisited. StC explained it was general policy to persuade residents to respond electronically and that there was help available via the Contact Centre and it was unlikely to make a difference to the result.
5. He asked to be kept informed the on the progress of the review.

Cllr Haque had received a written response to his question but wanted to clarify that residents tend to cross the road away from the full width speed humps that are already installed. ZC explained that Highways receive far more requests for schemes than can be afforded and that there was not a history of accidents in this location.

Mrs Watson had received responses to 11 questions and had the following supplementaries:

Q3. She would like to have a date for the survey. AG confirmed it was ordered and will try and get a date for hopefully before the schools break up.

Q4. She would like confirmation of the date the work would be carried out. AG to check the drawings and issue to the lining contractor. The urgency will be stressed but the work is weather dependent.

Q5 The site visit was held back in Feb 2014 so wanted assurance that the assessment would be ready for November, so that it could considered as a scheme for next year's funding for integrated traffic schemes. It was explained that it is the Sustainable Transport Team that carry out assessments and it would probably happen in September when the schools go back.

Q6 She did not feel that the number of current 30mph roundels was sufficient for such a long road. Highways explained that there was no requirement to have them and that there are maintenance issues as they tend to wear. They have no plans to install any more but will get the teams to assess the condition of the current ones.

33/16 PETITIONS [Item 5]

Officers present:

Zena Curry, Area Highway Manager

The petition (wording and written response attached) was presented by Jayne Mansfield and Julia Steinhardt. In addition to the arguments put forward as part of the petition they raised the issue of foliage overhanging the pavement and how the measures would also benefit those using Ashted park and village, provide safe access to bus stops and generally improve the walk to school.

ZC confirmed that both the Chairman and Vice Chairman are supportive of the scheme but this year's funding has already been allocated. It will be considered for next year when this is discussed by Members in November.

Chris Townsend asked whether it might be possible to use money from the Parsons Mead estate development and ZC confirmed they would look into that as well as check on the problems of maintenance of the vegetation.

Clare Curran highlighted the importance of looking after and encouraging children to walk to school, in particular as the Greville has been expanded and Chris Hunt also expressed his support for using money from Parsons Mead.

34/16 HIGHWAY SCHEMES UPDATE [EXECUTIVE FUNCTION] [Item 6]

No declarations of interest

Officers present:

Zena Curry, Area Highway Manager
Anita Guy, Principle Engineer (Highways)
Steve Clavey (StC), Senior Engineer (Parking)

Members referred to the highways update in asking about the progress of specific schemes:

Pebble Hill (Page 23) – Helyn Clack wanted to know why Horizon had been delayed and whether it was good value for money for the road markings to go in without it having been resurfaced. ZC confirmed the delay was partly due to work being carried out by the utility companies and that there was no need to wait as it was good value for money. The road is not on Horizon's list for year 4 and may not be prioritised until year 7.

HC also wanted to know what was happening with regard to implementation of the parking review in Beare Green. StC explained they were putting in the final notices but then had to wait 6 weeks before advertising the TROs.

Page 18 – Chris Townsend asked about the time frame for installing the crossing in Park Lane. AG will send on the plan to him and will contact with City of London Freeman’s school with regard to the provision of funding.

Page 22 – CT questioned why the waiting restriction signs in Woodfield Lane layby had not yet been installed. StC assured him it was in hand.

Cllr Dickson asked if Dene Road/Rectory Lane could be one scheme to benefit from funding for new sign as they had been destroyed by lorries working on a development there.

ZC referred Members to the Horizon update and the appended list of roads. They are asked to identify their top priorities and advise Matthew Gallop by end of the 2nd week in July.

Page 18 - Cllr Haque asked if it would be possible to extend the 20mph area in Fetcham and was advised that the Road Safety Outside Schools teams would be looking at this during the drop off and pick up times. A meeting with the design team was scheduled for the following day.

Page 18 – Cllr Huggins reported that Newdigate Parish Council would like more information and had requested a meeting with the divisional member, residents and district members. HC agreed this would be welcome.

Page 17 – Re. A24 safety measures Stephen Cooksey commented that small sections south of South Drive had been left out and needed to be dealt with and asked for an update on when speed reduction measures in Blackbrook Road (p.20) would be installed.

The Local Committee (Mole Valley) agreed to:

- (i) Note the contents of the report

35/16 PAVEMENT HORIZON 5 YEAR PAVEMENT MAINTENANCE PROGRAMME [EXECUTIVE FUNCTION] [Item 7]

No declarations of interest

Officers present:

Zena Curry, Area Highway Manager
Anita Guy, Principal Engineer (Highways)

ZC explained that the report being presented did not refer to the work being carried out in year one of project Pavement Horizon but years 2-6 with regard to the more expensive construction schemes and not the less costly preventative work.

Members are being asked to identify footways they think should be given priority going forward which fulfil the necessary criteria ie high footfall and level of community need eg. Location near a school or hospital.

SC thought there was a special agreement in place with regard to pavements in conservation areas, if for example the district council were prepared to provide additional funding. ZC was aware that some treatments were more expensive than reconstruction costs, but it would still have to be considered in the top 100 high priority across the county.

ZC agreed to send out an email to members setting out the criteria for recommendations and confirming who these should be sent to. It was also agreed that the issue would be discussed again at the July informal, and she would bring a map of the district to help with this. A report will be going to Cabinet in about 2 weeks to have changes to the process approved.

HC asked if there were exceptions for rural locations as these were unlikely to have the density required. ZC agreed but that the level of community need could still make them a priority.

The Local Committee (Mole Valley) agreed to note:

(i) The list of potential Pavement Horizon needs based schemes, for the 5 year programme, generated from the FNS for Mole Valley. (**Annex 1**).

(ii) The request to identify schemes that are

1. High priority and should remain on the 5 year programme
2. Lower priority and could be deferred to a future programme
3. Currently not on the high priority list and should be considered for addition to the list.

(iii) The process outlined in part 1 to verify that the schemes in **Annex 1** meet local and community needs.

Cllr Chris Hunt left the meeting.

36/16 RELOCATION OF BUS STOP, HIGH STREET, DORKING [EXECUTIVE FUNCTION] [Item 8]

No declarations of interest received:

Officer present: Stephen Clavey, Senior Engineer (Parking)

Members generally expressed support for the proposal although Stephen Cooksey asked for assurance that no parking spaces would be lost and that notice would be taken that the location is in a conservation area.

Clare Curran left the meeting once the resolution was agreed.

The Local Committee (Mole Valley) resolved to agree:

- (i) The recommendations detailed in Annex 1;
- (ii) That the County Council's intention to make an order under the Road Traffic Regulation act 1984 be advertised and, if no objections are maintained, the order be made;
- (iii) That if objections are received the Parking Strategy and Implementation Group Manager is authorised to try and resolve them, in consultation with the Chairman / Vice Chairman of this committee and the county councillor for the division, and decides whether or not they should be acceded to and therefore whether the order should be made, with or without modifications.
- (iv) This would be advertised as part of the 2016 Mole Valley parking review and therefore the costs would be included in this.

37/16 ANNUAL PERFORMANCE REPORT FROM SERVICES FOR YOUNG PEOPLE [SERVICE MONITORING & ISSUES OF LOCAL CONCERN] [Item 9]

No declarations of interest:

Officer present:

Kevin Martin, Youth Support Services Team Manager

KM had a video to show at a future meeting showing a group of young people who had gone on a winter residential trip, which Members had contributed to via their allocations.

KM explained that their summer project aimed to coordinate the services offered by all youth providers in the district

There was general agreement that the YSS do a great job especially in light of the recent severe cuts to their funding. The potential fallout from this had not been properly risk assessed.

Members discussed whether the Malthouse Youth Centre was well located in the centre of Dorking. There had been instances of ASB in particular in St Martin's car park and it was suggested that limited opening hours (2 evenings on a permanent basis and one additional one being temporarily funded), has contributed to the problem.

It was highlighted that the formula on which funding is based relates only to the number of NEETS (not in education, employment or training) and does not take into account other challenges such as ASB – unfortunately Youth Justice figures were not included in the report. The question was raised as to whether the LC might be able influence the Cabinet to revisit this issue.

KM explained that in the summer they will use local police ASB statistics to see if there is a causal link between this and the level of youth activities provided.

Chris Townsend expressed his dissatisfaction with the formula and complained about the inconsistencies. One particular scheme for young girls in Ashtead had been cut and there was now a reliance on the voluntary sector to fill the gap.

Stephen Cooksey remarked on police reports of increased ASB in Dorking over the last weeks. As a result the opening hours of the Malthouse youth centre were an issue of concern particularly compared when compared to those of the youth centres in Leatherhead North and Ashtead Village.

Hazel Watson expressed her view that the Malthouse was in a good location to for those pupils attending both the Ashcombe and the Priory. KM agreed but also suggested that the Goodwyns estate should also have a youth centre. It would be wrong to think that the Malthouse was empty during the day as it was used by the Youth Support Services to meet with vulnerable young people. It was also used Monday to Friday, between 9am and 3pm during term time as a referral school that supported the mainstream schools in Mole Valley. He was optimistic that links with the Dorking football club would provide future opportunities for training and apprenticeships.

Cllr Mary Huggins highlighted the work being done by volunteer youth workers at the centre in Beare Green, which had received an award from the High Sheriff in the form of additional funding.

The Local Committee (Mole Valley) agreed to note:

- (i) How Services for Young People has supported young people to be employable during 2015/16, as set out in the appendix to this report

38/16 ARMED FORCES COMMUNITY COVENANT [FOR INFORMATION] [Item 10]

No declarations of interest

Officers present:

Canon Peter Bruinvels, Civilian Military Liaison Adviser (SCC)

Graeme Kane, Corporate Head of Service (MVDC)

A presentation (attached) was given which highlighted the military covenant work in Mole Valley. PB was particularly proud of what had been achieved in the district and felt the measures being taken were genuinely helping those who needed it.

Members generally recognised the importance of the work and Hazel Watson asked whether a survey of military personnel had been carried out to establish whether there were issues not being addressed. Feedback is provided by the Army Welfare Officers (at each base) and a survey that goes out to council Chief Executives, Leaders and Task Force Commanders.

Chris Townsend attends the schools' admission forum where issues for the children of service personnel had been highlighted. PB has met with education officers to discuss these problems and was working closely with the admissions team to try and improve the situation.

Now that MVDC had achieved the bronze award, GK confirmed the council would now like to work towards 'silver'. He extended an invitation to Members to attend the flag-raising ceremony at Pippbrook the following Monday at 11am.

The Local Committee (Mole Valley) agreed to:

- (i) Note the contents of the report.

**39/16 RECOMMENDATION AND DECISION TRACKER [FOR INFORMATION]
[Item 11]**

The Local Committee (Mole Valley) agreed to:

- (i) Note the contents of the tracker (attached)

**40/16 DECISION ON LOCAL COMMITTEE SUBSTITUTES [AGENDA ITEM
ONLY] [Item 12]**

The Local Committee (Mole Valley) AGREED:

Under the County Council's Constitution (Part 4. Standing Orders, Part 3 40 (f)) to allow substitutes for district/borough council co-opted members of local committees.

Reason for Decision:

The Committee wished to continue to allow district members to have substitutes as they had previously.

**41/16 REPRESENTATION ON OUTSIDE BODIES AND TASK GROUPS
[EXECUTIVE ITEM] [Item 13]**

The Chairman used his discretion to agree the proposed appointment of District Councillor Chris Hunt to the Property task group.

The Local Committee (Mole Valley) resolved to agree:

- (i) The terms of reference for the Youth Task Group, Property Task Group and the Parking Task Group as set out in Annexes 1, 2 and 3 respectively.

- (ii) The membership for these task groups for 2016-17 as proposed in sections 2.4, 2.6 and 2.7 (as amended).
- (iii) A representative of the Local Committee and deputy for the East Surrey Community Safety Partnership as proposed in section 1.4.

Reasons for recommendations:

The Local Committee's three task groups enable the Local Committee to carry out its work in an efficient and expedient manner.

The representative on the East Surrey Community Safety Partnership will ensure that Mole Valley Local Committee is represented on this Board and that local priorities are taken into account.

Meeting ended at: 16:57

Chairman

Questions from members of the public (tabled)

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 15 JUNE 2016

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

SUBJECT: QUESTIONS FROM MEMBERS OF THE PUBLIC

DIVISION: ALL DIVISIONS



Questions from Scott Williams

Cycle Speed Control Barriers etc. at South Holmwood Subway

Unfortunately the current, single barrier arrangement has created two pinch points adjacent and on the same side as the blind corners. The Chairmen of the Mole Valley Cycling Forum (MVCF) and the Holmwood Parish Council (HPC) agree with me that the current situation is now worse than before the barriers were installed.

1. For this reason would Surrey Highways now consider removing the barriers on the grounds that the route has been shared for the last 49 years without incident and that they now represent an impediment to all users with the pinch points increasing the potential for user conflict?
2. Would Surrey Highways consider providing vandal proof mirrors be provided to replace the ones originally installed in the subway?
3. Would Surrey Highways look to improving the wording of signs, and introduce markings, to encourage responsible sharing of the subway by all, with cyclists giving way to other users?

Maintenance problems

1. When will repairs to the surfaces and drains at the foot of the ramps be carried out and the mud 'slurry' removed?

Response from Surrey Highways:

A site meeting is to be held with the Chairman, division Members, the Chairman of the Mole Valley Cycling Forum and Council Officers on Monday 13th June 2016 to discuss the design of phases 4 and 5 of the A24 Horsham Road shared pedestrian/cycle path scheme. The issues outlined by Mr William's question regarding the South Holmwood subway, will also be discussed at this site meeting and a verbal update will be provided to the committee following the outcome of this meeting.

Questions from Michael Agius on behalf of Bookham Residents Association

Rectory Lane, Little Bookham

A scheme for the extension of the eastside footway from The Grange south to the A246, together with widening of the carriageway to a standard 6.0 metres width where it is currently as narrow as 4.0 metres, was under consideration by SCC's Design Section until March 2015, as evidenced by the Local Committee Highways updates until that time. SCC's alternative proposals had been considered by the BRA and it is understood that land negotiations had commenced. However in Local Committee Highways updates since March 2015 the scheme appears to have been omitted.

This scheme is considered of utmost importance to the BRA and also to The Grange Relatives and Carers Network. We would like assurances that land negotiations are ongoing and that the scheme has not been dropped from the roads programme.

Could we please have an update on the status of the scheme?

Response from Surrey Highways:

Topographical surveys and an initial design have been drawn up for a proposal to extend the footway on the eastern side of Rectory Lane to the junction with the A246. However, in order to construct this footway land will have to be purchased and currently no funding is available to purchase this land in order to progress this scheme. Therefore no negotiations have commenced with landowners regarding the purchase of land.

However, a scheme to extend the existing footway is still on the Mole Valley Integrated Transport (ITS) List for possible future funding.

Lower Road Drainage between East Street and The Squareabout

This location is subject to severe flooding every time it rains and several questions regarding the drainage of the area have been considered by the Local Committee over the years. Initial investigations into the drainage were carried out in December 2015 and found that nearly all the gully connections were blocked or broken. It was also not evident where the gully connections would drain to if they had been working.

The Bookham Flood Forum were assured that further investigations would be carried out but to date these are still pending. Severe rain on 31st May 2016 once again caused severe flooding across the full width of the road to a considerable depth, in an area where there are well used footways alongside Lower Road and a bus shelter outside The Crown car park. The continual flooding in the centre of the village is a major inconvenience, especially for pedestrians.

Could we please have an update as to when investigations will be completed and following this, when drainage improvements might be carried out?

Response from Surrey Highways:

Lower Road between East Street and the Squareabout drainage investigations remain an ongoing item on the Bookham Flood Forum and the intention is to continue with investigation and repair work during the week commencing 27th June when the resource is next available. The outcome of these investigations will identify a way forward. Further updates will be provided to the flood forum at the next meeting by the Maintenance Engineer.

Dorking Road Drainage

We are aware that several alternative schemes have been designed for the improvement of the drainage at the Dorking Road/Polesden Access Road junction. Has any decision been made on which scheme is preferred? If so, have land negotiations been put in hand with the National Trust and what is the likely date for implementation?

Response from Surrey Strategic Resilience Team:

Two schemes have been designed for this location and are currently being priced:

- 1) Improvements within Highway Land ie new deeper gullies and boring existing soakaway with the aim at improving silt capture and improving the soakaway capacity.
- 2) Doing the above and also creating new soakage capacity via storm cells and soakaways in National Trust Land.

Option 2 is likely to be extremely expensive and we have still been unsuccessful in securing a land use agreement with the National trust.

We are also progressing a wider flood alleviation scheme in Bookham with FDGiA (Central Government) funding and are looking at options to either merge the Dorking road proposals with this or have the money spent on Dorking Road classed as a "contribution" to the wider scheme, which could unlock further FDGiA funding.

The decision on how to proceed will be made once the scheme pricing is complete but it is likely that option 2 will prove to be prohibitively expensive and potentially unfeasible without land use being agreed.

If this is the case, Option 1 will be put on the reserve list for schemes this financial year. Works would need to take place in quarter 4 this year so a decision on whether to proceed will be made by October at the latest, giving us time to explore opportunities in joining up with the wider flood alleviation scheme.

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Questions from Committee Members (tabled)

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 15 JUNE 2016

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

SUBJECT: QUESTIONS FROM LOCAL COMMITTEE MEMBERS

DIVISION: ALL



Question from Cllr Rosemary Dickson (Leatherhead South ward)

Clinton Road in Leatherhead is in a very poor state of repair owing to the developers of Highlands House using the road to bring up materials in large vehicles on a daily basis. As a result the road now has large potholes. Can this road jump up the list for repairs and can the developers be asked for a contribution towards the work required because the road was fine until they started using it? When could we hope to see the road repaired?

Response from Surrey Highways:

The Maintenance Engineer has confirmed that the situation is being monitored and instructions have been issued to carry out safety defect repairs. These repairs will be carried out shortly.

It is unlikely that a developer would directly contribute to road maintenance activities without prior agreements being in place as the highway is available for use by all road users which would also include various delivery vehicles. There are no highway maintenance agreements in place for this location.

The road will also be considered for future surfacing programmes in consultation with the local member as funds permit.

Questions from Mr Stephen Cooksey (Dorking South and the Holmwoods)

Congestion

It was announced earlier this year that up to £100,000 would be made available by Surrey County and Mole Valley District Councils for traffic studies in Dorking. Could the Committee be informed about the plans for implementing this study – when it will begin, details of the programme, the estimated cost and when it is expected to be completed.

Response from Surrey Highways:

The proposed traffic study in Dorking will be aligned to the requirements for bidding for infrastructure schemes to the Coast to Capital Local Enterprise Partnership (LEP), and the results of the Infrastructure Needs Assessment that has been carried

out by Mole Valley District Council. The first stage of commissioning the study is to prepare a brief and this is scheduled for June. Approved traffic study consultants will then be invited to tender for the study, and this will determine the timescale and cost at that time. It is proposed that the study will inform any business cases required for bids to the LEP.

A24

I have received the following request from the Hope Spring Eternal Project Manager: 'We have received a number of concerns about the increase of footfall potentially crossing the A24 as a consequence of the development of the new Deepdene Trail. There have been a lot of enquiries about the possibility of reducing the speed limit to 30mph. When we have taken groups along the road there have been many comments about the speed limit expressing the opinion that the speed limit is inappropriately fast given the presence of crossing points. We have flagged up with Highways that the new entrance to Deepdene Gardens is off the A24 and as such there will be greatly increased footfall.'

In addition to this there have been many requests from local residents for a reduction in the speed limit. There are significant crossing points for children attending St Paul's School.

Presently the section of the A24 leading from the north to South Drive, just beyond the Cockerel roundabout has a limit of 40mph which increases to 50mph at that point. In the light of these requests could an investigation be undertaken with a view to reducing the speed limit from 50mph to 40mph between the Cockerel and North Holmwood roundabouts?

Response from Surrey Highways:

Officers have attended a meeting on site with officers working on the Hope Spring Eternal project to discuss pedestrian access to the new Deepdene Trail. At the meeting it was noted that visitors arriving by car would be encouraged to park in the car park to the rear of Dorking Halls. It was agreed that pedestrians would be signed to the main entrance to the Deepdene Trail from the car park along the southern footway of the A25 Reigate Road, turning right at the Deepdene roundabout onto the eastern footway of the A24. Pedestrians would be signed to cross the A24 at the existing pedestrian refuge south of Deepdene Drive, then along the western footway to the trail main entrance. The pedestrian refuge is located within the 40mph speed limit and provides good visibility of on-coming traffic.

It was acknowledged that pedestrians may approach the entrance from Cotmandene, crossing the A24 at the pedestrian refuge south of the entrance to Kuoni and the main entrance to the trail. The speed limit at this point is 50mph and the visibility is more restricted, particularly to the south. Officers agreed to arrange for a speed survey to be carried out, in accordance with Surrey's speed limit policy, to determine if a reduction in the speed limit to 40mph would comply with the policy. The results of the survey will be reported to the Local Committee Chairman, Vice-Chairman and the local divisional Member. It should be noted that there is no funding allocated at the present time to progress a reduction in the speed limit.

Vincent Lane

A significant number of vehicles exiting from Lidl make an illegal turn in the Vincent Lane one-way system to enter Vincent Road as a short cut to South Street. This is an illegal and dangerous movement across Vincent Lane to enter Vincent Road which itself has an access only designation. The police are clearly unable to provide the necessary enforcement resource to prevent this happening. Would officers look again at the possibility of providing a traffic engineering solution to this problem?

Response from Surrey Highways:

The A25 Vincent Lane forms part of the one way system in Dorking and suffers from congestion during peak periods. There is a Lidl supermarket on the west side of Vincent Lane. Vincent Road is a residential road that joins Vincent Lane on the west side immediately south of the Lidl car park entrance and connects to the A25 South Street. There is a traffic order on Vincent Road which prohibits motor vehicles from entering Vincent Road unless they are accessing properties in that road.

It is acknowledged that some motorists, on exiting the Lidl car park turn right into Vincent Lane, and immediately left into Vincent Road in order to access South Street. This manoeuvre is therefore in contravention of both the one-way working order on Vincent Lane and the prohibition of motor vehicles order on Vincent Road. The Police are responsible for enforcing both of these orders, but unfortunately have limited resources for enforcement.

In July 2015 Officers consulted residents and businesses on Vincent Road on a proposal to stop up the road to through traffic by providing a physical barrier in the vicinity of no. 20a Vincent Road. This would have stopped motorists turning right out of Vincent Lane by stopping up the through route to South Street. However the majority of residents and businesses consulted did not support the proposal and for this reason the scheme was not progressed further.

Deliveries to the Lidl store are made via the car park access on Vincent Lane. It would not be possible to make changes to the kerb alignment at the car park entrance to make it more difficult for vehicles to turn right into Vincent Lane without adversely impacting on these deliveries. It is essential that vehicles delivering to Lidl are able to access the car park and that when doing so, they do not block traffic flows in Vincent Lane.

The only way of preventing vehicles making the illegal right turn out of the car park would be the introduction of physical measures as outlined above. The introduction of such measures would not be feasible for the reasons given and there are no plans to investigate this matter further.

Howard Road

A complaint has been received from a resident of Howard Road regarding the consultation process undertaken last year when the road was being considered for a residents parking scheme. The complainant believes that the consultation process was inadequate in that it did not indicate clearly that written agreement from a majority of residents was required before a scheme could be accepted or that a response was required from residents both in favour and against the introduction of a scheme. A similar complaint was received from a resident in Spital Heath and the

Local Committee agreed that that consultation should be repeated in order to ensure that all residents had full information.

Would the officers responsible for residents parking consultations consider ensuring that all future letters indicate clearly that it is necessary for 70% of residents to agree before a scheme is eligible for approval, that responses are required from all residents and that a mechanism is put in place to ensure that all residents are able to respond, not just those who have access to the County Council website?

Would the Committee consider a further consultation in Howard Road and Arundel Road without the necessity of providing evidence of 70% support in advance of a consultation being undertaken?

Response from Surrey Parking Team:

The letter that we sent to the residents started by saying: "Surrey County Council has received requests for residents' permit parking in your road, and we are carrying out a consultation to find out what residents think about this."

Further on in the letter we said: "Please let us know your views about parking in your road by completing our online questionnaire".

Both these sentences suggest that we were carrying out an information gathering exercise, and were inviting comments from anyone who received the letter, not just those opposed to the scheme. Indeed of the 18 responses we received from Howard Road, 10 were in support of the scheme, from which we can therefore assume that most residents did understand the fact that they could reply positively as well as negatively.

The consultation in Howard Road took place before the new policy requiring evidence of 70% support came in. While it is true that the letter did not say that the support of a majority of residents is required, we think that is self evident, considering that the scheme is asking residents to pay a sum of money for a permit. It would seem most unfair to impose this cost on residents without majority support. Nonetheless we will make sure this is clear in future.

In the letter, it also said: "If you do not have access to the internet, you can use the facilities at your local library, or alternatively please phone the number at the top of this letter and a member of our contact centre will be happy to go through the questionnaire with you over the phone." This is because we recognise that not everyone has their own access to our website.

The consultation that we carried out in Howard Road and Arundel Road is almost identical to consultations that we have carried out in many other roads in other parts of the county, which have proved successful in garnering residents' views before considering whether to progress to formally advertising the introduction of a permit scheme, with the accompanying costs.

As we have already carried out a consultation in the roads, we think that if the residents of Howard Road and Arundel Road do want a residents' permit scheme, they should be able to show evidence of 70% support for the idea, in the same way that we would expect of any other road.

Horsham Road

There have been consistent complaints of traffic speeding on the section of Horsham Road leading to Flint Hill and the police are clearly unable to provide the necessary enforcement resource to prevent this happening. Would officers look at the possibility of providing a traffic engineering solution to this problem?

Response from Surrey Highways:

In order to understand the speed of vehicles at this location an automatic continuous 7 day speed survey will be carried out. The results of this speed survey will be analysed alongside the personal injury collision record for this road. The findings will be reported to the Local Committee Chairman, Vice-Chairman and the local divisional member. Should traffic engineering measures be deemed appropriate, the progression of a scheme will be considered for inclusion on the Mole Valley Forward Programme of highway schemes. A scheme may then be taken forward for feasibility, design and implementation, subject to approval by Mole Valley Local Committee and the level of funding available.

Question from Councillor Raj Haque (Fetcham West ward)

Concern has been raised by the elderly residents of Morley Court, which is being run by Fetcham United Charities, regarding speeding vehicles which pose a danger to these residents while crossing over to make use of the Reading room in Fetcham from time to time.

Will the appropriate Department of SCC consider traffic calming measures or any other appropriate means to bring the speed down so that, residents of Morley court and others may cross the road safely and without any fear of being hit by a speeding vehicle?

Response from Surrey Highways:

Morley Court is located on the corner of Cobham Road and River Lane in Fetcham, The Reading Room is located opposite Morley Court on Cobham Road. Cobham Road has traffic calming installed in the form of 2 full width road humps. These full width road humps have been installed in order to reduce vehicle speeds and are located just after the start of the 30mph speed limit close to the entrance to Wellmeadow Cottages, and outside Morley Court.

There are a number of informal crossing points in the vicinity of Morley Court in the form of dropped kerbs with tactile paving. These crossing points are located on Cobham Road either side of the junction with River Lane, and in River Lane at the junction with Cobham Road. The mouth of the River Lane junction has also been recently narrowed and the central island removed to reduce the width of carriageway that pedestrians need to cross, and to help to reduce the speed of vehicles entering and exiting River Lane onto Cobham Road. The informal crossing point on Cobham Road located outside Morley Court is on the existing full width road hump helping to reduce vehicle speeds on the approach to this crossing.

During the three year period April 2013 to end of March 2016, the latest period for which data is available, there have been no collisions involving personal injury along Cobham Road, from the start of the 30mph speed limit to the roundabout at the junction with The Street.

As there are existing informal crossing facilities and traffic calming in place, as well as there being no personal injury collisions, Officers would not recommend the introduction of further speed reduction measures.

Questions from Mrs Hazel Watson (Dorking Hills)

1. The pavements alongside the Ashcombe Road are in a poor state of repair and the grass verges have not been properly reinstated following the recent gas works although the contractor has now left the site. The result is that in poor weather conditions, there can be substantial pooling of water on the footpath and the verges become very muddy. The result is that pupils walking to The Ashcombe School can be forced to leave the pavement and walk in the road - the A2003 - which is clearly an unsafe practice. As a result, can assurance be provided that the resurfacing of the Ashcombe Road pavements is included in the Operation Horizon pavement programme so that school pupils do not have to walk on the road to avoid mud and puddles?

Response from Surrey Highways:

The scheme is being assessed for inclusion with Pavement Horizon. Scheme details should be confirmed later in the summer following stakeholder engagement.

2. The pavements on the north side of Church Street between the junctions with Station Road and Myrtle Road are sloping excessively which is causing problems for elderly residents, particularly from Canterbury Court who use the path as their main route to the town centre, who can be unstable on their feet and who are at risk of falling onto the road. Can the camber on the pavement be reduced thereby making the pavement flatter and thus safer for the elderly residents who use this footpath?

Response from Surrey Highways:

The scheme is being assessed for inclusion with Pavement Horizon. Scheme details should be confirmed later in the summer following stakeholder engagement

3. A speed survey was originally promised for Hollow Lane in early 2016 and then delayed to the Spring of 2016. Can the results of this speed survey now be published and, if the results support the initial speed survey results taken by the Police, can a date be given when a proposal to reduce the speed limit on Hollow Lane to 40mph will be brought to this Committee?

Response from Surrey Highways:

Speed surveys in Hollow Lane and Leith Hill Road have been commissioned through our Traffic Survey Team. The results of the surveys will be shared with the Chairman, Vice-Chairman and Divisional Member when available. If the measured speeds comply with Surrey's policy "Setting Local Speed Limits" for a speed limit reduction then a decision, based on the survey results, the views of the Police and the collision record on Hollow Lane and Leith Hill Road, will be taken as to whether

any scheme to reduce the speed limit on these roads to 40mph be added to the Integrated Transport Schemes list for possible future funding.

4 The County Council had committed to painting white lines at either side of the road in front of all of the cottages in Hollow Lane but in error the contractors painted a white line in the centre of the road in front of half of the cottages. This is not acceptable to use this error as an excuse for not completing the white lining along the side of the road which has long since been agreed with residents and as such will a commitment be made to a date when this work will be carried out?

Response from Surrey Highways:

It was previously agreed to lay edge of carriageway markings on the section of Hollow Lane in front of the cottages. As advised at March Local Committee, when Hollow Lane was resurfaced the centre line was unfortunately reinstated along part of the length in front of the cottages. Investigations have been carried out into whether there is sufficient road width both to lay edge of carriageway markings on the stretch of Hollow Lane where the centre line has been reinstated, and maintain adequate running lane widths. These investigations have shown that it will be possible to extend the edge of carriageway markings from where they currently finish outside no. 8 Hollow Lane northwards to beyond the cottages. These lining works will be carried out during the 2016/17 financial year.

5 A pedestrian crossing on Chalkpit Lane near Triangle Stores has been requested to enable school children to safely cross the road to walk to and from St Martin's School. Whilst the project could not be funded through the ITS schemes in the current year, a commitment was made to reassess this scheme and see if it could be implemented in forthcoming years. Can an update on this reassessment be given: has it been carried out and, if so, what are the results of the reassessment. If not, when will it be carried out and when will the results be published?

Response from Surrey Highways:

A safety meeting was held at the site in February 2014, attended by the local divisional member, officers from Surrey County Council's (SCC) Sustainable Travel Team and Local Highways Team, the Headteacher of St Martin's School and parents of pupils from St Martin's School.

Surrey Police's Road Safety and Traffic Management Team was advised of the findings and outcome of the meeting. As a result of this meeting the provision of a pedestrian crossing on Chalkpit Lane was included on the list of schemes to be considered for progression by Mole Valley Local Committee. The progression of this scheme is subject to agreement by the Local Committee, available funding and prioritisation alongside other schemes.

Since the meeting of February 2014 a new policy 'Road Safety Outside Schools' has been introduced. The policy sets out the process that will be used by SCC for investigating and responding to concerns raised about road safety outside schools. The county council's Sustainable Transport Team lead the process to investigate concerns over road safety outside a school, and the county council's local highways engineers, road safety engineering specialists and police road safety colleagues are also invited to assist. The assessment also considers the suitability of a school crossing patrol as a possible safety measure.

The assessment results in a report containing options, where appropriate, to tackle the concerns that were raised. If engineering measures are recommended, then the local committee decide whether to allocate money from their budget for any improvements, depending upon the extent of the problem, the estimated costs and the funds available.

As some time has elapsed since the previous assessment, officers consider it is appropriate to re-assess the issues. The Sustainable Transport Team will be requested to arrange for a safety assessment in accordance with the 'Road Safety Outside Schools' policy. It is anticipated that the assessment will take place during the autumn term. The results of the assessment will be shared with the local divisional member and St Martin's School.

6 In March 2015 a commitment was given to assess the possibility of painting 30 mph roundels alongside 30 mph repeater signs on Boxhill Road but no assessment of the feasibility of this suggestion was ever provided. 30mph roundels have now been painted at the two ends of the 30 mph speed limit and at one of the repeater signs in the middle. Can an explanation be given as to why only part of the proposal has been implemented and can the necessary 30 mph roundels be painted in conjunction with all 30 mph repeater signs on the road?

Response from Surrey Highways:

When investigations were carried out into laying 30mph road marking roundels on Box Hill Road, it was noted that there was an existing 30mph roundel in place at the western (National Trust) end of Box Hill Road. A 30mph roundel was laid at the eastern end of the 30mph section of road next to the terminal sign adjacent to The Tree Public House. A pair of roundels was also laid to correspond with the 30mph repeater signs east of the junction with Woodlands Park. 30mph road marking roundels are used to reinforce the speed limit and it is not necessary to lay them to correspond with every repeater sign. Furthermore they can be a maintenance liability as the road marking paint tends to wear with the repeated passage of vehicles. For these reasons there are no plans to lay further 30mph roundels on Box Hill Road.

7 On the A24 on the northbound carriageway on the Mickleham bends there are missing reflector posts and a missing chevron above the beech hedge. In addition in relation to the southbound carriageway on the central reservation just south of the junction with Old London Road at Mickleham the chevron is incomplete with a number of missing vertical panels missing. When will these posts and chevrons be replaced?

Response from Surrey Highways:

The Maintenance Engineer has confirmed that the repair of one damaged Chevrolflex chevron and replacement of another missing Chevrolflex chevron sign in the central reservation has been put in hand along with the replacement of several missing/ damaged verge marker posts on the northbound carriageway and a missing chevron sign above the beech hedge. It is likely that this work will need to be phased around other highway work currently programmed in this area, specifically utilising specialist traffic management for high speed roads.

8 The 2015 parking review has been implemented but the implementation is incomplete in relation to the following roads where yellow lines are missing: the junction of Wathen Road with Rothes Road, Dorking; Hart Gardens, Dorking; Furlong Road, Westcott; Ranmore Road, Dorking; Mint Gardens, Dorking (only partially installed - the lines need to be extended to the corner of the road); Old London Road, Mickleham; and the Bus Clear Way on Boxhill Road near Surrey Hills Park, Box Hill. Can confirmation be given as to when these missing yellow lines will be painted to complete the implementation of the 2015 parking review?

Response from Surrey Parking Team:

These details have been passed over to our contractor and the work will be carried out as soon as possible.

9 The drains in Tot Hill could not be cleared this spring as the lid to the drain was jammed and the County Council was unable to take action to clear drains in such circumstances. Can an update please be given and a commitment made as to when the drains in Tot Hill, Headley will be cleared?

Response from Surrey Highways:

The drains (gullies) in Tot hill have been freed and specific gullies included on a programme of additional cleansing / jetting due to be carried out during the week commencing 15th August subject to road space being available.

10 The County Council has declined to provide a second street light in Lonsdale Road although this is needed to promote pedestrian safety and although the existing street light in the road (albeit that Lonsdale Road is a private road) is provided by the County Council. Can a clear explanation be given as to when the County Council is prepared to provide streetlights in private roads given the significant number of streetlights in private roads in Dorking (including but not limited to Lonsdale Road, Ridgeway Road, Deepdene Vale and Vaughan Way) were replaced during the county-wide street-column renewal project and can details be provided for all private roads in the Dorking area where the County Council pays the costs of electricity for lighting the streetlights and the maintenance of these lighting columns (new bulbs etc)?

Response from Surrey Highways:

Lonsdale Road, Dorking is a private road and is therefore not publicly maintained. Although funding was available through the county-wide street-column renewal project, to replace a number of streetlights in private roads, there are no proposals to fund any future maintenance of street lights or provide additional street lights in private roads in Dorking.

11 Funding for two pairs of gateways in Walliswood was committed from the > Dorking Hills Community Enhancement/Localism funding during the 2015/16 financial year. Can an update be given as to the status of this project and can a commitment now be made to a date by which these gateways will be installed?

Response from Surrey Highways:

The Maintenance Engineer apologises for the delay in the installation of the special gateway signs and confirms that these will be erected as soon as the gang resource to carry out the work is available, which is expected to be within the next few weeks.

Petition response (tabled)

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (MOLE VALLEY)****DATE: 15 JUNE 2016****SUBJECT: PETITION – IMPROVE ASHTEAD’S A24 VIA A PEDESTRIAN CROSSING AND SPEED LIMIT REDUCTION****DIVISION: ASHTEAD****SUMMARY OF ISSUE:**

To consider a petition with 434 signatures presented by Jayne Mansfield.

Petition’s details:

The A24 near the top of Bramley Way in Ashtead needs a pedestrian crossing. With The Greville School and the new nursery The Burrow at the entrance to Ashtead Park, there are a number of children and parents crossing the busy A24 every day. Currently the speed limit is 40mph along this road and does not reduce to 30mph until just before The Street. By reducing the speed limit and including a pedestrian crossing near Bramley Way, it would provide a safer environment for those walking to and from The Greville and The Burrow nursery. Additionally those using Ashtead Park and the A24 bus stops would also be less at risk with a decrease in the speed limit. It would also reduce noise and spray during wet weather, creating a much nicer environment to walk in thereby encouraging more people to travel by foot.

RESPONSE**Pedestrian Crossing**

The A24 Epsom Road, Ashtead is a single carriageway road providing the main route between Leatherhead and Epsom. The section of the A24 Epsom Road in the vicinity of the junction with Bramley Way has residential property on the western side with Ashtead Park, the nursery and bus stop on the east and is subject to a 40mph speed limit. The Greville Primary School, which in September 2015 expanded from 1 form entry to 2 forms of entry, is located on the western side of the A24 Epsom Road, the main entrance for which is located on Stonny Croft. The number of pupils at the school is currently over 500, expecting to increase to a maximum of 660 pupils by 2018.

There is a continuous footway on the eastern side of the A24 Epsom Road, however on the western side the footway ends just to the south of the junction with Bramley Way for a distance of approximately 300m. Pedestrians currently use an informal crossing point, in the form of a pedestrian island with dropped kerbs and tactile paving, to cross the A24 Epsom Road, just to the south of the junction with Bramley

Way and in front of an existing bus stop. Pedestrians use this informal crossing point to access the footway on the eastern side of the A24 Epsom Road, Ashtead Park, the nursery and the bus stop on the eastern side, as well as The Greville Primary School, the bus stop and residential property on the western side.

A review of reported personal injury collisions shows that one personal injury collision has occurred on the A24 Epsom Road in the vicinity of the junction with Bramley Way, during the most recent 3 year period for which data is available (from 01/04/13 to 31/03/16). However this collision did not involve a pedestrian and speed was not recorded as a contributory factor by Surrey Police.

Due to the expansion of The Greville Primary School, the lack of footway on the western side of the A24 Epsom Way just to the south of the junction with Bramley Way and the pedestrians having to cross the A24 Epsom Road in order to access Ashtead Park, The Burrow Nursery and the bus stop. Officers recommend that the provision of a pedestrian crossing be included on the list of schemes to be considered for future funding by Mole Valley Local Committee and prioritised according to the County Council's transport objectives. It should be noted that initial design of any crossing is carried out in one financial year followed by construction the following year, subject to Local Committee approval.

The 40mph speed limit on A24 Epsom Road begins just to the north of the junction with Bowyers Close and continues to the boundary with Epsom and Ewell Borough Council, just to the north of the junction with Woodview Close. Analysis of recorded personal injury collisions over this section of the A24 Epsom Road during the most recent three year period for which data is available 01/04/2013 to 31/03/2016 shows that there were 10 slight personal injury collisions. None of the recorded collisions involved pedestrians, six of the collisions were at the junction with Craddocks Avenue. Speed was recorded by the Police as a possible factor in one of the 10 recorded collisions.

Speed limits are set in accordance with Surrey's speed limit policy, which also sets out the process for assessing speed limits. Experience has shown that lowering a speed limit by signage alone will not guarantee that average speeds (the measure used to determine speed limits) will be reduced. If a speed limit is set much lower than the existing traffic speeds then some motorists may ignore the limit unless the character of the road or environment indicate otherwise.

Surrey does not hold any recent data on traffic speeds on A24 Epsom Road. It is proposed that Officers carry out speed surveys to determine if an extension of the existing 30mph speed limit would comply with Surrey's speed limit policy. If compliant with the policy and following consultation with the divisional Member, the request could then be added to the Integrated Transport Schemes list for consideration for future funding.

Contact Officer:

Zena Curry, Area Highways Manager, Tel: 020 8541 7168

Armed Forces Covenant Mole Valley



Who are the Armed Forces Community in Surrey?



Cadets



Serving Personnel



Families



Veterans

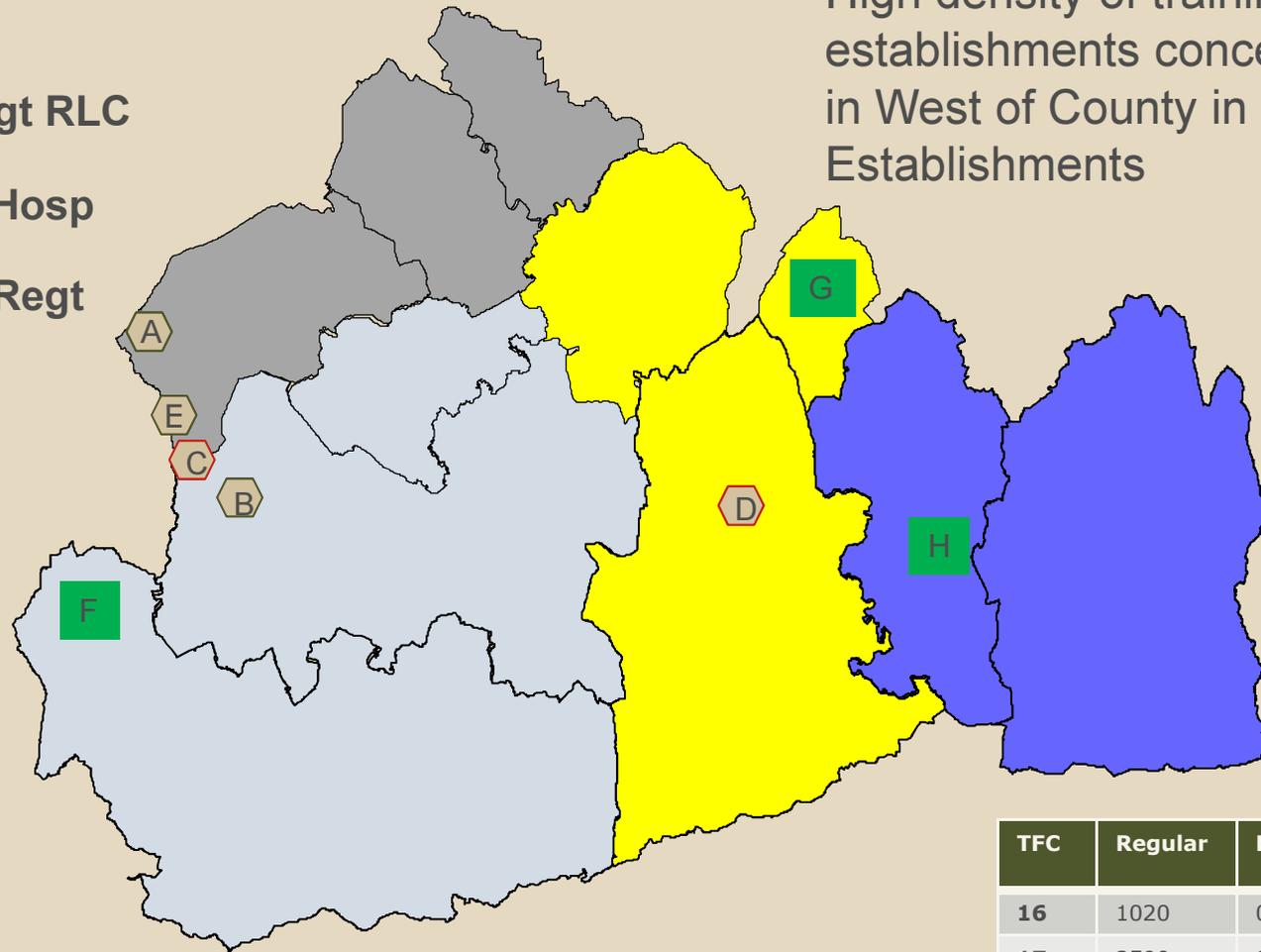


Surrey (Regular and Reserve Units)



- 16 1 WG
- 17 27 Regt RLC
- 18 22 Fd Hosp
- 19 4 Med Regt

High density of training establishments concentrated in West of County in 3 Establishments



TFC	Regular	Reserve	Cadet (dets)
16	1020	0	8 (1)
17	2590	90	8 (3)
18	135	70	3 (1)
19	0	90	9 (1)

Armed Forces Community



- 4,645 Veterans
- **X** Cadet Units
- DMRC Headley Court, Keogh Barracks, DCLPA Deepcut, 1WG/ATR(P), RMAS, 3PWRR, 135 Geo Sqn RE, 579 Sqn EOD RE



- 290 Veterans
- 5 Cadet Units
- DMRC Headley Court



Armed Forces Community

- Strong sense of pride and not wanting to ask for help
- Moved around the country/abroad, often at short notice
- Isolated from family support networks
- Geographically isolated on military bases
- Provided with Service Family Accommodation
- Not used to accessing local authority and other public services
- Lack of postcode on Bases



Roles

Chairman of Surrey Civilian Military Partnership Board

Cllr Sally Marks

SCC Civilian Military Liaison Advisor

Canon Peter Bruinvels

MVDC Armed Forces Champion

Cllr Vivienne Michael

MVDC Armed Forces Covenant Officer

Graeme Kane



**What have we already
accomplished...**



Events



Remembrance Sunday Services



Freedom March



Navy Merchant Flag Raising Ceremony



Armed Forces Flag Raising Ceremony



Freedom of the District



ARMED FORCES
COVENANT

DNRC
REPAIRING
OUR SERIOUSLY
WOUNDED

Defence and National Rehabilitation Centre

Housing Policy



Exemption to the Local Connection criteria in the Housing Allocation Scheme for armed forces personnel

Concessionary Rates

Leatherhead Leisure Centre



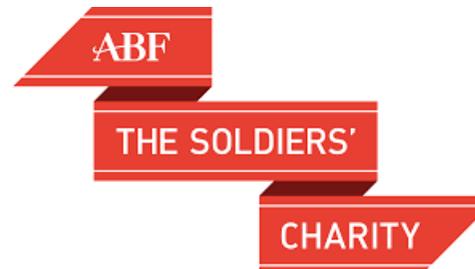
Additional Help Available for Veterans

- Key Service Charities in Surrey:
 - ssafa
 - Royal British Legion
 - ABF The Soldiers' Charity
 - RAF Benevolent Fund
 - Royal Naval Benevolent Trust

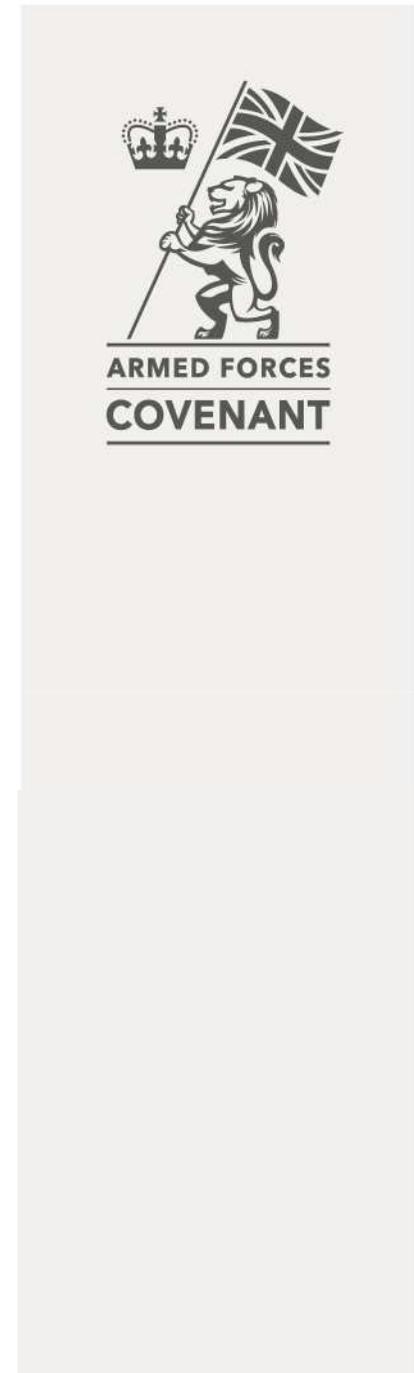
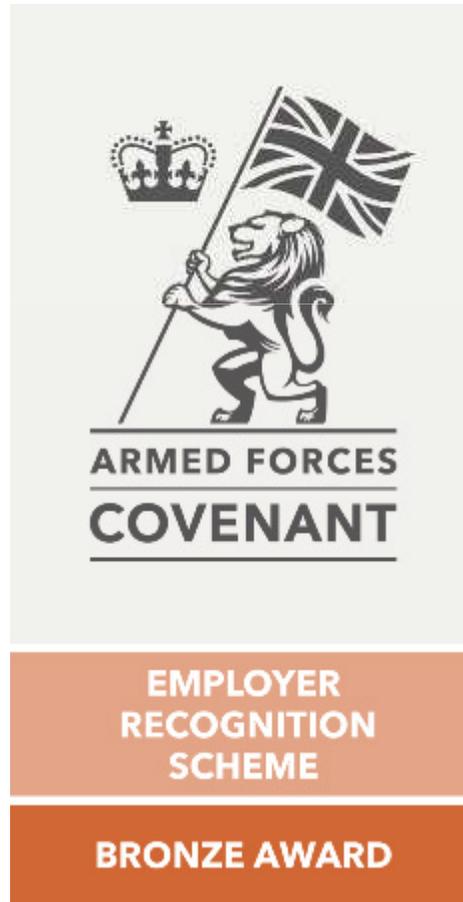
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The Royal Naval Benevolent Trust
Supporting The RNBT Family



Defence Employer Recognition Scheme



Career Transition Partnership

Preferred supplier to the

career
transition
partnership



The Ministry of Defence
working with
Right Management



ARMED FORCES
COVENANT

Sandhurst Leadership Challenge



Jonny Pickering
Partnerships Team



Josh Lambe
Environmental Services



Cadets



Dorking Army Cadets
Leatherhead Army Cadets



Dorking Air Cadets



St John's School (Leatherhead)
Combined Cadet Force

City of London (Ashtead)
Combined Cadet Force



What's next...

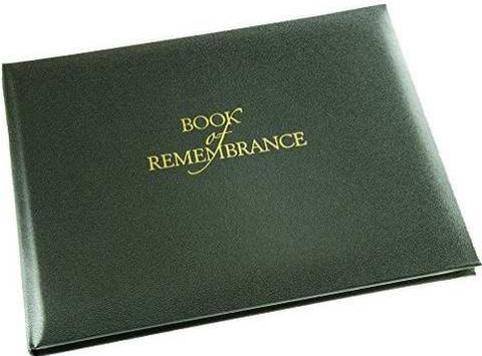
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**ARMED FORCES
COVENANT**

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Covenant
Fund



Ministry
of Defence



**ARMED FORCES
COVENANT**

EMPLOYER
RECOGNITION
SCHEME

SILVER AWARD

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