![Mole Valley District Council logo]

Agenda Item 6

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Date	21 June 2016	
Wards affected	All	**Key Decision**	No

Subject	Infrastructure Needs Assessment

RECOMMENDATIONS

1. To note the results of the Infrastructure Needs Assessment and take them into account in the preparation of the new Local Plan and, in due course, the use of Community Infrastructure Levy receipts.

2. To share the results of the Infrastructure Needs Assessment with other infrastructure providers.

3. To approve the Communication and Action plans.

EXECUTIVE SUMMARY

The Infrastructure Needs Assessment was initiated to give local communities the opportunity to say what infrastructure was most important to them.

The Assessment complements other work undertaken to understand the programmes of infrastructure providers in the District, and also wider County and regional projects to identify strategic infrastructure requirements.

Consultation was wide-ranging using a variety of different channels to reach as many residents, businesses and local organisations as possible. The response has been good with representation from across Mole Valley and from a range of different age groups and organisations. Almost 2000 postcards have been returned and over 600 questionnaires filled out, either on-line or in paper format.

The results have been analysed in terms of 'general themes' that are common across the District; and 'place themes' where there are particular issues of concern to a local community.

A Communications Plan has been developed to publicise the results of the Infrastructure Needs Assessment, and an Action Plan to take forward responses to the issues raised.

Some of those issues are already being addressed through programmes by Mole Valley District Council or partner organisations, and will be included in the communications strategy. Other issues will need to be addressed by the relevant department in conjunction with their Executive Member; or by other infrastructure providers.

CORPORATE PRIORITIES
ENVIRONMENT: A highly attractive area with housing that meets local need
• To help guide decisions on the need for infrastructure to support existing and proposed development, in order to maintain the attractiveness of the area

PROSPERITY: A vibrant local economy with thriving towns and villages
• Work with communities and businesses to help them identify infrastructure needs.
• Support business opportunities across the district by providing adequate infrastructure.
• Look for innovative ways to minimise the cost to taxpayers of Mole Valley District Council by efficient use of infrastructure whilst protecting the standard of services.

COMMUNITY WELLBEING: Active communities and support for those who need it
• Infrastructure required to support a programme of inclusive sports and well-being activities which increases participation across all generations, targeting our communities which are most in need.
• Provide a local voice in future decisions on prioritising infrastructure.

The Executive has the authority to determine the recommendations

1.0 BACKGROUND

1.1   An Infrastructure Needs Assessment was initiated last year to give local people the opportunity to say what infrastructure needs or problems were most important to them.

1.2   The purpose of the assessment was twofold:

- To identify the infrastructure needs that are important to local communities
- To help prioritise Community Infrastructure Levy funding

1.3   Since these purposes were agreed, a timetable has been adopted for reviewing the Local Plan and the Assessment will also form part of the background evidence on infrastructure needs for the Local Plan review.

1.4   The scope of the assessment was widely-drawn and included the following:

- Focus on local infrastructure needs
- Cover a range of infrastructure requirements
- Give local communities a say in infrastructure planning
- Complement wider strategic infrastructure studies

Consultation

1.5   Consultation was wide-ranging, using new and different forms of publicity to reach as many people as possible. Methods of consultation included:

- Post card drop to all addresses in the district
- Web-based questionnaire
- Publicity events using 'wishing well'

- Social media advertising
- Stakeholder engagement with a range of local interest groups including parish councils, residents' associations, schools, business groups, and youth groups
- Local newspaper and radio

1.6 Some local communities engaged in neighbourhood development planning have identified infrastructure deficits or needs as part of their plan-making work. These have been taken into account in the wider assessment.

1.7 It became apparent during the assessment that there was a risk of conflict with the second phase of the Transform Leatherhead consultation late last year. The Infrastructure Needs Assessment consultation was therefore divided into two phases with mail outs to Dorking and the southern part of the district in November, and Leatherhead and the northern part of the district in early January.

1.8 In parallel with the local consultation, a wide range of infrastructure providers has been engaged to understand their plans and programmes for infrastructure provision. This work has been summarised in an updated version of the Infrastructure Delivery Plan, published in February 2016. The Plan has also been used to support work on the Community Infrastructure Levy.

1.9 The INA has been carried out against a background of other work by various organisations aimed at identifying infrastructure needs across Mole Valley, Surrey and the wider sub-region. This work includes a Surrey Infrastructure Study commissioned by Surrey County Council, identifying County-wide infrastructure requirements up to 2030.

Responses

1.10 The response has been very good for this type of consultation. Almost 2000 postcards have been returned and over 600 questionnaires filled out, either on-line or in paper format.

1.11 The number of comments and suggestions received provides a statistically valid sample of views from across the district.

1.12 Responses came from a wide range of channels - of the paid for media used, inserts in the local press were found to be the most cost- efficient response driver. A lot of mapping work was undertaken to analyse the most cost efficient means of reaching every Mole Valley household with minimal wastage. This model can be used in further district wide consultations.

1.13 Social media engagement and press coverage were tracked through the consultation. Analysis has shown that social media engagement improved markedly in the second phase of the consultation when soundbites from phase one were used as content.

Results

1.14 Because of the open-ended nature of the consultation, the views received cover a wide range of topics. These have been analysed to identify broad themes that are common amongst respondents and represent the most important issues to local people.

1.15 The themes have been further analysed to provide general themes drawn from district-wide data (annex 1); and place themes looking at issues in the different towns and villages (annex 2). Statistics on respondent profiles is included (annex 3). A proportional comparison (annex 4) has also been produced to

highlight where there are marked variations within the District, representing issues of particular local concern.

General Themes:

1.16 By far the largest response was on the general theme of **road maintenance**. Some 21% of all replies were on this topic, which was the most important in nearly all locations across the District. Potholes, road repairs and the need for resurfacing were the most popular issues mentioned. In addition, cutting back overhanging vegetation from pavements and sightlines, the need to clean road signs, and clearing road gullies and ditches were all issues raised under this general theme.

1.17 **Parking** was the second largest response with some 12% of replies. There were a number of sub-themes driving interest in this topic: more parking in the town centres of Dorking and Leatherhead; more commuter parking near the mainline railway stations in Dorking and Leatherhead and also smaller stations at Ashtead, Beare Green and Ockley; and a request for free short-term parking in Dorking and to a lesser extent Leatherhead. Most respondents asked for between half and one hour free parking, with a particular emphasis on locations close to GP practices.

1.18 **Traffic congestion** was the third most popular topic with 11% of all responses. Most concerns in this category were directed at congestion in the Dorking town centre gyratory system, in particular the Vincent Lane/A25/West Street section and the approach from Westcott. Further details are given below under 'Place Themes' for Dorking.

1.19 Concerns about **bus services** were the fourth most popular topic, with some 6% of all responses. Reliability was often mentioned, along with a wish for more frequent services and extending services into late evening and weekend periods. These concerns were most often expressed in suburban or village locations.

1.20 A variety of other general themes received significant responses including the need for faster and more reliable **broadband**/**mobile** reception; difficulty in getting GP appointments in **medical services**, demand for better **retail offer** in both town centres; and better **street cleaning** (particularly dog mess).

1.21 **Cycling** was also a theme across the District although with two distinct (and opposing) aims. On the one hand there was support for more cycle lanes and cycle stands, versus on the other a wish for greater control over cyclists to lessen annoyance to motorists and/or residents. The latter response was particularly marked in certain locations which have become popular with cyclists at the weekends or through cycling events.

1.22 **Refuse services** also featured as a general theme, mostly focused on restrictions of use and opening hours of local amenity tips. These comments were generated largely because of changes being proposed by Surrey County Council at the same time that the consultation was being conducted.

1.23 There were two large collective responses from members of two sporting clubs, raising issues of particular concern to their operation:

- **Dorking and Mole Valley Athletics Club** generated some 11% of responses received, highlighting their wish for an all-weather, floodlit running track and facilities to allow athletics training throughout the year.

- **Dorking Wanderers Football Club** also generated a significant response with 5% of all replies, emphasising their need for new playing facilities that recognise the club's success and support its growing youth teams.

1.24 These two responses have been separated from the' general' and 'place' themes to avoid them skewing the results.

Place Themes:

1.25 Different places within the District exhibit differing priorities as to what was considered the most important infrastructure issues. While the general themes summarised above feature to a greater or lesser extent in all locations, the data has been analysed to highlight where there are marked variations from the norm. In some cases, responses have been grouped to give statistically valid sample sizes.

1.26 In ***Dorking***, by far the most significant local issue was **traffic congestion** in the one-way gyratory system around the town centre, and the High Street. Resurfacing works during the consultation period allied to problems with traffic light phasing may have exaggerated the response, but it is clear from the replies made that frustrations over delays caused by congestion in Dorking town centre are significant and have an effect on visitors' behaviour.

1.27 Solutions to the congestion problem were many and varied, depending on individual respondents' circumstances. Popular suggestions included replacement of traffic lights with mini-roundabouts or standard junctions, rephasing and coordination of traffic lights, and stricter controls around on-street parking and deliveries. More involved solutions include making Vincent Lane two-way, and installing a slip-road from the A25/Vincent Lane junction to Station Road to ease congestion from the Westcott direction.

1.28 Other issues of importance in Dorking were a desire for free **parking** for the first half/one hour, particularly near Medwyn Surgery; and concerns about **uneven pavements** in the High Street and South Street.

1.29 A desire for **leisure services** was particularly marked in Dorking, with well-organised responses from the Dorking and Mole Valley Athletics Club and the Dorking Wanderers Football Club highlighting their wish for new or better facilities.

1.30 In ***Leatherhead***, issues of concern followed the general themes more closely, although more **parking** in the town centre, including the need to improve the Swan Centre carpark, featured strongly. There were a range of more minor issues, including the need to control vehicle speeds on Gimcrack Hill; improve pedestrian access to the town centre; and support for Leatherhead Theatre. Consultations around Transform Leatherhead have given Leatherhead residents an alternative means of expressing their views, and these have been captured as part of the masterplanning exercise.

1.31 In ***Bookham***, **road maintenance** was an issue, with particular concerns about the state of repair of Eastwick Drive and Sole Farm Road. **Parking** was also an issue, partly because of the introduction of parking charges at Lower Shott, which took place shortly before the consultation. **Drainage problems** in Lower Road and East Street featured in responses, as did **traffic congestion** in the village centre with a number of residents suggesting a one-way system in the High Street and East Street as a possible solution.

1.32 In ***Fetcham***, the need for better **road maintenance** featured highly, particularly in Cock Lane which was the road most mentioned in the consultation as needing repair and resurfacing. The other issue of concern in Fetcham was the shortage of GP **medical services** and the difficulty in getting appointments.

1.33 In ***Ashtead***, the issues largely mirrored those of the general themes, with **road maintenance** of concern, particularly Links Road, Craddocks Avenue and

Barnett Wood Lane. There are problems with school-related **parking** and congestion in Taleworth Road. Parking also featured as an issue in Woodfield Lane, Parkers Hill and around the station, as did **traffic congestion** due to the level crossing barrier and the length of time the road is closed in peak periods. **Highway safety** also featured with a number of requests to remove the speed humps along Barnett Wood Lane.

1.34 In the more **rural areas** of Mole Valley, **road maintenance** was an ever-present theme with concerns that the repair of rural lanes receives less attention than streets in urban areas. In addition to potholes, rutted verges and overhanging vegetation also featured as issues. **Bus services** were a popular concern, with demand for more frequent services to and from local towns, and for the service to operate later into the evenings so that residents in rural areas have access to evening entertainment and leisure opportunities available in town centres. **Highway safety** also featured, particularly with vehicles speeding through villages.

1.35 *Abingers, Coldharbour and Wootton* - **congestion** approaching Dorking was a concern, and there was a wish for more control over cyclists and **cycling** events

1.36 *Beare Green and Capel*, **parking** problems around Beare Green Station were of concern, as were **vehicle speeds** through Capel village.

1.37 *Betchworth, Brockham and Buckland* would like a more frequent and reliable **bus service** to Dorking, are concerned about **vehicle speeds** through the village centres, and **traffic congestion** entering Dorking

1.38 *Boxhill and Headley* raised concern about the inadequate **bus service**, **road maintenance** and the need for greater control over **cycling**.

1.39 *Charlwood and Hookwood* have concerns over **road maintenance** and the lack of a **bus service** to Gatwick and Horley. There was also a particular issue about Gatwick related **parking** causing problems in Hookwood.

1.40 *Mickleham and Westhumble* were concerned about **cycling**, and there is a **broadband** blackspot in Mickleham with a number of residents complaining about the poor service.

1.41 *Newdigate and Leigh* wish to see better enforcement of **traffic speeds** through the villages, and a more frequent **bus service**.

1.42 *Ockley, Forest Green and Walliswood* would like to see faster **broadband**, and more **parking** at Ockley station.

1.43 *Westcott* was most concerned about **congestion** entering Dorking, the need for more **parking** in Dorking town centre and mainline station, and the need for a more reliable **bus service**.

Next Steps

1.44 The Infrastructure Needs Assessment has highlighted a range of issues about infrastructure or infrastructure-related matters in the District.

1.45 The majority of responses concern deficiencies in existing infrastructure and a wish to see those facilities or services improved. This is particularly so with road maintenance, bus services, medical services, broadband/mobile reception and street cleaning.

1.46 In the remaining cases, it is recognised that additional facilities or more significant changes are required to address the infrastructure need. These include leisure/sporting facilities, measures to tackle traffic congestion, and

parking capacity.

1.47 None of these concerns will necessarily be new to members. They all form issues that are recognised as being of concern through the day-to-day working of the Council and its partners, although it is helpful to have a quantitative measure of the issues, and their variation across the District.

1.48 In taking the results of the assessment forward, there are two main actions:

- Communications Plan – publicising the results of the assessment for those who responded

- Action Plan – actions to address the infrastructure issues raised.

Communications Plan

1.49 The primary piece of content to support the communication plan will be a consultation report – similar in look and tone to the Transform Leatherhead Consultation Reports 1 & 2. This report will be published online and printed copies made available. Consideration will be given to publishing an audio version of the report for relevant residents in the District.

The communications plan to residents will work at two levels. At District level top line feedback will be communicated of the general themes, and the scale of the consultation. At a local/ community level targeted channels will be used to highlight the relevant local issues and demonstrate that MVDC has **listened** and is taking **action.**

1.50 As with the consultation a wide range of channels will be used to ensure that all groups are reached. All communications will direct residents/ businesses to a dedicated section of www.molevalley.gov.uk which will highlight the key elements of the consultation and host the Consultation Report.

Action Plan

1.51 Comments were received on a wide range of infrastructure and related issues, and it is necessary to recognise the extent to which Mole Valley District Council can address or influence each of these types of facility. In broad terms, there are three categories:

- Infrastructure provided by MVDC
- Infrastructure provided by other infrastructure providers
- Other areas of interest

1.52 Of the general themes identified in the assessment, the following infrastructure is provided, or partly provided, by MVDC:

- Parking
- Leisure services
- Street cleaning

1.53 In each case the relevant department will be provided with the outcome of the Infrastructure Needs Assessment and in conjunction with the relevant Executive Member tasked with addressing the issues raised.

1.54 MVDC is already engaged in addressing many of the infrastructure challenges for which it has responsibility. For instance plans at Meadowbank to provide an all-weather football ground help address the wishes of Dorking Wanderers FC; an initial feasibility study was carried out on a site in Leatherhead to create a running track; Transform Leatherhead encompasses a range of infrastructure improvements to Leatherhead town centre; and the Executive has recently

agreed to a review of parking arrangements.

1.55 The majority of infrastructure is provided by other organisations. Of the general themes identified in the Assessment, this includes:

- Road maintenance
- Traffic congestion
- Highway safety
- Cycling
- Bus services
- Civic Amenity sites
- Medical services
- Broadband

1.56 The first five items all relate to Surrey County Council as the highway authority. MVDC is committed to working in partnership with the County Council in addressing these issues in the District. One such joint project is to fund a study into the Dorking town centre highway network to address the problem of congestion. Another is to support the implementation of the Surrey-wide cycling Strategy. The Local Cycling Plan was adopted by MVDC last year and aims to encourage cycling whilst managing the effects of its growing popularity.

1.57 MVDC together with other members of the Surrey Waste Partnership are working to continually improve waste collection and disposal services across Surrey. MVDC are working closely with SCC to explore ways to provide collection and disposal services which represent value for money, maximise recycling and are accessible to residents in Mole Valley.

1.58 The last two categories of infrastructure in this list are provided by other public bodies or commercial companies. MVDC is engaged with the Clinical Commissioning Groups around health matters across the District and has taken an active role in the recent Community Hospital Review.

1.59 The results of the Infrastructure Needs Assessment will be shared with the relevant infrastructure providers, and MVDC will seek to influence or work in partnership with others to address the problems identified. In future years, as CIL becomes available to help fund infrastructure improvements, the results of the INA will be used to help set priorities for use of available funding.

1.60 Among the general themes identified in the Assessment was a desire for a wider retail offer in Dorking and Leatherhead. This does not fall within the definition of infrastructure for the purposes of the Assessment. However, it is clearly an issue for residents and visitors to the two main towns. The issue will be taken into account through the review of the Local Plan, one element of which will be to assess the retail needs and opportunities within the District over the next fifteen years. It is also an important element of the Transform Leatherhead Masterplan.

Financial Implications

Financial implications for addressing infrastructure deficits or demands are matters for the relevant infrastructure providers.

Legal Implications

There are no legal implications arising as a direct result of this report

2.0   OPTIONS

2.1   To note the results of the assessment and approve the Communications and Action Plans (recommended)

2.2   To note the results of the assessment and require an amended Communications and/or Action Plan.

2.3   To require additional consultation and/or assessment work.

3.0   CORPORATE IMPLICATIONS

Monitoring Officer commentary

The Monitoring Officer is satisfied that all relevant legal implications have been taken into account.

S151 Officer commentary

The S151 Officer confirms that all relevant financial risks and implications have been taken into account.

Risk Implications

There is a risk that expectations will be raised which cannot or will not be addressed to the satisfaction of the public. The risk can be mitigated by a clear Communications Plan explaining the extent of responsibility of MVDC; and where infrastructure demands cannot be met, the reasons for that decision.

Equalities Implications

None.

Employment Issues

None.

Communications

See body of report.

BACKGROUND PAPERS

None.

Annex 1 – General Themes emerging from analysis of all returns

General Themes		
21%	Road maintenance	Road repairs: potholes, permanent repairs to roads, need for complete resurfacing in some instances
		Cut back overhanging vegetation from footpaths, pavements and verges, more verge cutting during summer
		Clean road signs and remove foliage in sight lines
		Clear road gullies and ditches
12%	Parking	More parking in town centres, free half or one hour parking in town centre car parks, more parking near railway stations for commuters
11%	Traffic congestion	Traffic congestion: most concerns directed at Dorking gyratory system, in particular entry from the western side of town (Westcott direction). Many solutions suggested (see Dorking under 'Place Themes')
8%	Highway safety/traffic calming	Reduce vehicles speeds on residential roads and through villages, more enforcement of speed limits, more pedestrian crossings
6%	Bus services	Greater reliability, more frequent, extend services into weekend and evening periods (particularly from villages to Dorking)
3%	Broadband	Service patchy in places, some demand for super fast service
3%	Medical services	Length of time to gain GP appointment (particularly in Bookham and Fetcham), need for more services in rural areas in south, wish to retain medical facilities in Leatherhead Hospital
3%	Cycling	Two differing themes: desire for more and better cycle lanes; versus greater control of cyclists to lessen annoyance to motorists. Lessen disruption to residents from cycling events, particularly in Boxhill and Leith Hill areas.
3%	Retail offer	Wish for greater number and variety of shops in town centres, some want independent retailers, some want more large chains or particular retail sectors like clothes or shoe shops
3%	Leisure services	Improve Meadowbank, support Leatherhead Theatre, support for named sports clubs (see below)
2%	Street cleaning	Enforce against dog fouling, more dog bins, more litter picking
2%	Refuse services	Remove recent restrictions on use and opening hours of amenity sites

General Themes – single issue		
11%	Dorking and Mole Valley Athletics Club	Need for an all-weather, floodlit running track in the Mole Valley area
5%	Dorking Wanderers Football Club	Needs new playing facilities that recognise the club's success and youth promotion

Annex 2 – Place Themes emerging from analysis of all returns

Place Themes	
Abingers, Coldharbour and Wootton	Road maintenance, congestion approaching Dorking, more controls over cyclists and cycling events, traffic congestion entering Dorking
Ashtead	Road maintenance in particular Links Road, Craddocks Avenue, level pavements (Barnett Wood Lane), reduce speeds in Farm Lane, problem with school traffic in Taleworth Road, remove speed humps in Barnett Wood Lane, more parking in Woodfield, High St, more commuter parking near station, restrictions on on-street parking, more time with level crossing barrier up
Beare Green and Capel	Road maintenance, reduce speed through Capel village, parking problems around Beare Green Station, need for better street lighting
Betchworth, Brockham and Buckland	Road maintenance, more frequent and reliable bus service including in evening, highway safety concerns about vehicle speeds through villages and pedestrian safety along A25, traffic congestion entering Dorking
Bookhams	Road maintenance particularly Eastwick Drive, Sole Farm Road, remove parking charges in Lower Shott, reduce traffic speeds in Little Bookham St and Church Rd, drainage problems in Lower Road and East St, make High St and East St one-way
Boxhill and Headley	Road maintenance, greater controls over cyclists, inadequate bus service
Charlwood and Hookwood	Road maintenance, lack of bus service to Gatwick or Horley, controls over on-street parking (Hookwood – Gatwick related parking)
Dorking	Traffic congestion in town centre gyratory and High St - various suggested solutions including: rephase traffic lights, remove some/all traffic lights, make Vincent Rd two-way, restrict delivery times to shops, more enforcement of on-street parking restrictions Free parking for first half/one hour in town centre car parks, greater control over parking in High St and Horsham Rd, controls on parking in residential streets, reduced/free parking for Medwyn Surgery Road maintenance issues, level uneven pavements in High St and South St.
Fetcham	Road maintenance particularly Cock Lane, concerns at lack of GP medical services in village, controls on on-street parking
Leatherhead	Road maintenance, more parking in Leatherhead town centre, improve Swan Centre car park, retain and improve bus services, restrict vehicle speeds on Gimcrack Hill, make pedestrian access to town centre easier, support Leatherhead Theatre, better shops

Mickleham and Westhumble	Broadband speed poor, cyclists to be confined to cycle path (A24), road maintenance
Newdigate and Leigh	Road maintenance, reduce traffic speeds through villages, more enforcement of traffic speeds, more frequent bus service extended to cover evenings
Ockley, Forest Green and Walliswood	Road maintenance, faster broadband required, more parking at Ockley station
Westcott	Traffic congestion entering Dorking, road maintenance, parking in Dorking town centre and Dorking Station, more reliable bus service

Annex 3 – Respondent Themes for all data

Respondent Themes				
Male	56%			
Female	44%			
Live Locally	**Work Locally**	**Visiting**	**Other**	
92%	28%	<1%	5%	
<16	**16-24**	**25-40**	**41-65**	**>65***
<1%	2%	14%	55%	29%

*Age profile from snap online data

Annex 4 - Comparative analysis of local variation by percentage

Area	Road Maintenance	Parking	Traffic Congestion	Bus Services	Highway Safety	Broadband	Medical Services	Cycling	Retail Offer	Leisure Services	Traffic Calming	Street Cleaning	Refuse Services	Rail Services	Flooding	Community Services	Development	Public Realm	Noise	Education Services
Total	21	12	11	11	6	5	5	3	3	3	3	2	2	1	1	1	1	1	1	1
Dorking & south	16	11	13	6	4	4	2	3	3	2	3	1	2	2	0	1	1	0	0	1
Leatherhead & north	32	14	5	8	9	1	6	2	3	4	2	4	2	0	2	1	2	2	1	1
Abingers, Coldharbour & Wooton	29	6	19	6	2	4	0	10	0	2	6	0	6	2	0	2	0	0	0	0
Ashtead	31	11	5	7	14	2	3	3	2	4	1	3	3	3	2	1	1	1	1	1
Beare Green & Capel	22	13	9	7	10	3	3	0	2	7	14	2	0	2	0	0	0	0	2	1
Brockham, Betchworth & Buckland	19	12	9	12	10	5	5	2	1	2	6	1	0	2	2	3	2	0	1	1
Bookhams	36	19	5	6	9	1	5	3	1	0	1	2	0	0	6	0	4	1	1	1
Boxhill & Headley	29	10	0	14	7	2	3	15	0	0	5	2	2	0	0	5	0	0	0	0
Charlwood & Hookwood	35	17	0	20	4	4	0	0	0	0	9	2	6	0	0	0	0	0	0	0
Dorking	13	16	27	5	4	2	2	2	5	5	1	2	2	3	0	1	0	1	1	1
Fetcham	43	13	4	5	3	1	14	0	0	2	1	1	3	0	3	1	0	1	1	0
Holmwoods	27	9	20	9	7	9	7	4	0	0	0	0	0	4	0	0	0	0	4	0
Leatherhead	20	14	5	10	8	2	6	2	5	7	2	7	2	1	1	2	1	4	0	1
Mickleham & Westhumble	14	19	7	2	0	19	0	14	5	5	0	0	2	2	0	0	0	0	2	0
Newdigate & Leigh	29	8	5	12	3	8	5	6	0	0	14	0	2	0	5	3	0	0	0	0
Ockley, Forest Green & Walliswood	50	8	0	5	3	10	0	5	0	0	5	0	5	3	0	0	5	0	0	0
Westcott	14	12	39	9	3	3	0	5	5	0	0	0	2	0	0	2	0	0	2	0