



Minutes: of the meeting of the Local Committee for Woking (transportation agenda) held at 7:30pm on 22 January 2003 at Woking Borough Council Chamber.

Members Present

Mr David Rousell – Chairman
Mr Geoff Marlow – Vice-Chairman

Cllr Gordon Brown
Cllr Bryan Cross
Cllr Neville Hinks
Cllr James Palmer
Mrs Val Tinney

Mrs Elizabeth Compton
Mrs Margaret Hill
Cllr John Kingsbury
Cllr John Pattison

Part One – In Public

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

01/03 Apologies for absence [Item 1]

Apologies for absence were received from Mrs Gruselle.

02/03 Minutes of last meeting: 13 November 2002 [Item 2]

Confirmed and signed by the Chairman.

03/03 Declarations of interests [Item 3]

There were no declarations of interest.

04/03 Petitions [Item 4]

No petitions in accordance with Standing Order 62 were received.

05/03 Public Questions [Item 5]

Six public questions were received.

- 1 A question was received from Woking Borough Councillor Peter Ankers (Pyrford). He asked:

- i) "What are the criteria for deciding the location of storage containers of grit to be used in periods of cold weather?"
- ii) Should more containers be located in housing areas so that local people with a community spirit can help to grit pavements, in particular, but also roads, if necessary?
- iii) Can serious consideration be given for a container to be located on the Lovelace Drive estate in Pyrford, possibly at the junction of Lovelace Drive and Weston Way which is an area much used by people walking and driving to schools and shops?"

The Local Transportation Manager, Stephen Child responded:

- (i) "The Surrey County Council Winter Service Plan 2002/03 states that 'extensive use should be made of salt bins to encourage self-help, particularly at difficult locations not covered by the precautionary salting network'.

There are currently 59 sites in the borough where grit bins are located. The sites primarily include ramps, bends, steep inclines and bridges. They have evolved over a number of years and their locations have been established through a combination of past experience and local knowledge, rather than being based on pre-determined criteria.

- (ii) The Winter Service Plan for Woking will be reviewed during 2003 and during this time the opportunity will be taken to review the locations of all existing grit bins in the borough. Following the recent snowfall suggestions have been made by members of the public to site grit bins outside schools and at other locations. Serious consideration will be given to all of the requests, including locating grit bins in housing areas. It must however be noted that grit bins can generate problems of concentrations of litter, graffiti and vandalism.
- (iii) A grit bin is currently located at the junction of Lovelace Drive and Coldharbour Road, outside the shops at Marshalls Parade. At this stage there are no plans to site a further grit bin at the junction with Weston Way."

The Local Transportation Manager added that active citizens are very welcome to put down grit from the containers.

- 2 A question was received from Mrs Sue Hodnett. She asked:

"What progress is being made following last year's petition by residents of Whitmoor Lane on the problems associated with the speed and volume of traffic in the Lane?"

Whilst the Council's report on speed calming measures in Whitmoor Lane answers part of the questions raised in the residents' petition last

year, it does not deal with the issue of the volume of traffic using Whitmoor Lane.

- (i) Does the County Council have any plans for reducing the volume of traffic in Whitmoor Lane?
- (ii) In their plans to put in chicanes at the entrance to Whitmoor Lane from A320, has the Council taken into account the current siting of a burger bar at that location and the inherent problems of litter and parked vans and the lack of public conveniences?"

The Local Transportation Manager, Stephen Child responded:

"Whitmoor Lane was included in the speed/safety appraisal undertaken following the agency transfer in April 2002. This is reported on today's agenda at item 10 and Whitmoor Lane is covered in clause 26. The proposals in the report will be consulted on with local residents and councillors.

These proposals are expected to reduce vehicle speeds and may also reduce non-essential through traffic. If the measures are implemented, it will be possible to assess the changes in vehicle speed and volume.

The Council does not at present have any further specific proposals for Whitmoor Lane.

The issue of the siting of the burger bar, litter and lack of public conveniences will be addressed during the detailed design stage of the proposals, including the question of whether the burger bar is trading legally or not".

- 3 A question was received from Woking Borough Councillor Mrs Elizabeth Evans (Maybury & Sheerwater). She asked:

"It is the duty of every Local Authority to seek the best possible public transport for its residents, and in the County of Surrey with its wholly unsustainable and still increasing number of private vehicles, this Authority, in spite of recent applauded improvements to the No. 34 and No. 35 routes, deplors the inadequate and uneven bus service across the Borough which will only lead to the continuation of an untenable situation. We would seek to equate the service with the excellent No. 91 route through Goldsworth Park which should be replicated throughout the Borough."

The Local Transportation Manager, Stephen Child responded:

"In answering this question I make no apology for repeating elements of the Local Transport Plan as follows:

Passenger transport is central to the Local Transport Plan vision of reducing car dependency and ensuring that traffic restraint targets are met. The County Council has long recognised the importance of passenger transport in addressing wider policy issues and the need for a balanced transport strategy.

The County Council is focussing on five key areas -

- local buses
- community transport
- rail services
- passenger transport interchange
- information.

In 2002/03 Surrey spent £6.3m countywide on local bus services with a total of £2.3m being paid as concessionary fares for the elderly/disabled and £0.53m for community transport type activities.

Following the report to the Local Committee in September 2002 on Woking Passenger Transport Improvements a request was made by Councillor Marlow for a further report in the future on bus services in the area. This has been programmed for March 2003 and will be a review of local bus services with an indication of future developments.”

- 4 A question was received from Mr David Robinson, Chairman - Planning and Environment Committee, Woking District Chamber of Trade & Commerce. He asked:

"The work at South Road, Horsell was advertised as being a 3-week contract from 25.11.02. What are the reasons for the delay and what are the cost implications?"

Removing an admittedly sub-standard refuge does not appear to make the junction safer and the entry speed of vehicles to the junction could surely have been achieved at less cost. What is the accident record at the junction?"

The Local Transportation Manager, Stephen Child responded:

“The original intention was to complete works in advance of the Christmas period however this was not possible. Works are due to finish this week and the reasons for the extended period are as follows:

- Delays caused by Seeboard in disconnecting supply to lamp column (they are the only persons permitted to carry out that work).
- The removal of concrete lamp column delayed due to the difficulty in obtaining special equipment.

- Main contractor shut down for two weeks over the Christmas period.
- One week weather stop.

There are no cost implications as a result of the delays that have occurred.

At this junction there have been two slight accidents recorded during the period January 1998 to March 2001.”

- 5 A question was received from Woking Borough Councilor Anthony Branagan (Horsell West). He asked:
- “Residents of Guildford Road, on the outskirts of Chobham, have requested a speed limit of 40 miles per hour. Please advise the feasibility of measures such as illuminated signs, as are in place in Ottershaw.
 - A footpath is required on the slip road connecting Guildford road with Scotts Grove Road.”

The Local Transportation Manager, Stephen Child responded:

- “Current speed limit is 60 mph and a speed appraisal can be programmed. Electronic speed indicator is a reminder of an existing limit at a difficult location. This would not be warranted on day 1 however speed reduction measures may involve use of mobile interactive signing
- Local Transportation Service, Woking can undertake a survey to establish actual use; however this issue has been raised before and for most of the length of this road only the carriageway is highway. Adjacent land is owned by Horsell Common Preservation Society. The length of highway in question is some 120m and the new footway would cost in the order of £10,000.”

- 6 A question was received from Woking Borough Councillor Richard Sanderson (Horsell West). He asked:

“Scheme to narrow entrance at junction of South Road and Horsell High Street:

- Can you tell me the reason for the scheme and why it was given priority over other local schemes?
- How much was the original estimate?
- What is the likely outturn cost?
- Why has it taken so long to complete?

- (v) Residents have commented that the scheme will make it more difficult to turn left or right out of South Road. How would you answer these?
- (vi) Was there any consultation with local residents?"

The Local Transportation Manager, Stephen Child responded:

- (i) "Project received approval at Local Committee in July 2002 and is part of the Safer Routes to School Strategy.
- (ii) £18,000
- (iii) £18,000
- (iv) The scheme was extended for the following reasons:
 - Delays caused by Seeboard in disconnecting supply to lamp column (they are the only persons permitted to carry out that work).
 - The removal of concrete lamp column delayed due to the difficulty in obtaining special equipment.
 - Main contractor shut down for two weeks over the Christmas period.
 - One week weather stop.
- (v) It may be necessary to queue for a little longer as traffic turning left may need to wait for a right turning queue to disperse.
- (vi) There was no consultation with local residents as it was felt usage of the junction was widespread amongst a wide variety of users."

06/03 **Members' Questions** [Item 6]

Members asked five questions under Standing Order 45 as follows:

1. A Member's question was received from Woking Borough Councillor John Kingsbury (St. Johns & Hook Heath). He asked:

"Residual Cleaning

- (i) Clarification is requested in respect of the formal position with regard to residual cleaning.
- (ii) Clarification is requested in respect of the position in regard to private land adjacent to the Highway particularly in regard to overhanging trees and vegetation.

A response was given by the Local Transportation Manager, Stephen Child. He said:

“Residual clearing is the responsibility of the Surrey County Council Local Transportation Service and currently undertaken by contractors via term tender contracts. This function will be included in the new Highway Services and Works contract commencing 28 April 2003. With regard to the entering of private land this was not included in the Agency Agreement for environmental maintenance. This has been considered by the legal departments of Woking Borough Council and Surrey County Council and an amendment to the agreement produced. This will be submitted to the Surrey County Council Executive on 3 February 2003 for approval. In the interim, if there is a need to enter private land then Surrey County Council staff will serve any notice required under the Highways Act and be present on site to oversee the works which would be undertaken by Woking Borough Council.”

2. A Member’s question was received from Woking Borough Councillor Gordon Brown (Horsell East & Woodham). He asked:

“I would like to discuss the phasing of the lights at the Pedestrian Crossing outside the Council office. They are changing too quickly to the pedestrian phase, and in consequence, only three vehicles are able to get through between each pedestrian phase.

Also, bearing in mind that the crossing is in two halves, the time allowed for pedestrians to cross is too long. In consequence of this, there is frequently a back up of traffic from the east past my own turning on Chertsey Road (Pinewood Close), and we are well over 1/2 mile from these lights. I have reported this several times, but nothing has been done.”

The Local Transportation Manager, Stephen Child responded:

“I thank Cllr Brown for raising this matter because, although there are no faults with the system, the pedestrian lights are linked with the Peacocks junction and may need a slight modification on timing. This will improve the situation for vehicles and decrease the time available for pedestrians. Any change will be minimal as pedestrian flow and accessibility is a priority.”

3. A Member’s question was received from Woking Borough Councillor James Palmer (Mayford and Sutton Green). He asked:

“Prey Heath Road is frequently blocked by flooding underneath the railway bridge near Worplesdon Station. This problem has been getting noticeably worse over the last few years, with contractors acting for Woking Borough Council and Surrey County Council being required to pump out flood water on a regular basis.

Could the relevant officer please confirm:

- (a) Water is collecting under the railway bridge because a drainage ditch adjacent to the Prey Heath Road (and parallel to the railway) is blocked and has not been maintained properly;
- (b) Water is not collecting under the railway bridge because of a blockage and/or failure of highways drains;
- (c) Railtrack (or its successor in title) is the riparian owner of the ditch mentioned in (a) and therefore has responsibility for maintaining the ditch;
- (d) If Railtrack is responsible, what are the Highway Authority's powers to compel Railtrack to perform its maintenance obligations, and the chances of successfully taking legal action in enforcing these powers?"

The Local Transportation Manager, Stephen Child responded:

"The Local Transportation Service is aware of flooding problems at this location however the specific queries require further research. This will be undertaken with appropriate parties and a written response given to Councillor Palmer."

- 4. A Member's question was received from Woking Borough Councillor John Kingsbury (St. Johns & Hook Heath). He asked:

"Members of the Public are invited to submit questions to the Committee subject to them having been received a week before the meeting. With the agenda and papers being issued on or around the Wednesday before the Committee meets, it makes it almost impossible for the Public to raise questions on subjects being discussed by the Committee.

What can the chairman do to improve the situation?"

The Chairman, Mr David Rousell responded:

"The Chairman and Local Director are aware of this problem (thanks to Mrs Marshall), which has arisen because the Local Committees started by adopting the County Council's usual Standing Orders. Now we are approaching the end of the first year of the Local Committees, it is appropriate to review how they are working, and recommend changes to County Hall. We have recommended that this problem should be addressed across the County.

Meanwhile, the Chairman has the discretion to accept questions which arrive after the deadline if they are urgent. It is also possible for members of the public to send their question to an individual Member of the Committee, who has the right to ask questions of the Committee with only 2 working days' notice. We should not overlook the fact that some questions can easily be dealt with outside the formal meeting, if

the member of the public goes directly to the relevant officer; or asks their ward or divisional Local Committee Member to do so on their behalf, or enlists the help of the staff of the Community Support Team.”

5. A Member’s question was received from Woking Borough Councillor Neville Hinks (Knaphill). He asked:

“Could consideration be given to reinstating the route of the no.34 bus along Limecroft Road /High Street, Knaphill in order to meet demand from the local Nursing Home, Priory Hospital, School, Dentist, Church and the large population in areas off Chobham Road and Limecroft Road many of whom are elderly and do not drive?”

The Local Transportation Manager, Stephen Child responded:

“This matter has been raised with the Passenger Transport Group who have overseen this issue. The following reasons have been given for there being no change to the position:

- The legal agreement between Sainsbury’s, Health Authority, Woking Borough Council and Surrey County Council.
- Fewer passengers use the High Street section. Limecroft was recorded as 12 per day by Arriva and most of these were thought to be students.
- The 48 is of sufficient frequency and maintains link to St John’s Health Centre.
- Diversion along A322 serves the social priority housing off Oak Tree plus the 200 new houses which were served adequately.
- New arrangements meet nearness of bus stops to walk (300/400 metres).
- To split services on core section of route does not benefit trying to encourage modal shift.
- The new routing also benefits houses on Brookwood site giving links to St Johns and Bisley, West End, Lightwater and Frimley Park Hospital etc.
- The stops on A322 (new) also advantage Chobham Road and Ivydene which is connected by path to A322.”

Councillor Hinks asked, in a supplementary question, if the route of bus 35 could be altered instead. The Local Transportation Manager agreed to look at the possibility of re-routing either the 34 or 35 bus and to report the findings back to the Local Committee in March 2003.

07/03 **A322 Improvements in Knaphill and Brookwood** [Item 7]

Callum Findlay informed Members that the improvements on the A322 in Knaphill and Brookwood were almost complete and, weather permitting, would be completed by early February. He confirmed that costs had over run but it was not possible to discuss in public what would happen about that. He thanked everyone for the work that had been done including Woking Borough Council officers, Sainsbury's, the Health Authority and bus companies, in particular Route 34. He also thanked members of the public for their patience and hopes they will be pleased with the improvements once everything is finished.

Referring to the Member's question from Councillor Hinks, Callum Findlay reiterated that officers would evaluate the possibility of rerouting bus 34 or 35 to address Councillor Hinks' concerns.

Responding to a question from Mrs Tinney, Callum Findlay said that the lights at Cemetery Pales junction would be monitored to ensure they are working safely for a week after they are switched on. They will not be approved until officers are satisfied.

Replying to a question from Mrs Compton, Callum Findlay said that the right turn lane markings on the A322 at the Brookwood Crossroads are temporary but the final ones will be marked in ten days time. A safety audit will be done to ensure the line markings are appropriate.

Callum Findlay, responding to a question from Councillor Cross, said that he was not aware of any party to the agreement putting pressure on the Council or what consultation was done before the rerouting of buses 34 and 35. He said that he would ask the Passenger Transport Group to reply in writing to Councillor Cross' question.

Councillor Hinks commended everyone in Callum Findlay's department on the Quality Partnership with buses because it is working well.

Councillor Kingsbury asked officers to remove the board saying that road works were being done for 30 weeks from March 2002.

Responding to questions from Councillor Kingsbury, Callum Findlay said that all the section 106 money had been spent and that once the Brookwoods crossroad is complete, the County will identify what went wrong, what could have been done better, the extra cost and who will pay for it.

Members thanked Callum Findlay for attending the meeting.

08/03 Transportation Service Best Value Inspection improvement Plan [Item 8]

Members noted the officer report to the Executive on 6 January 2003 and that the Local Transportation Service will contribute to the Improvement Plan to help Surrey become the best transportation authority in the United Kingdom.

Responding to Members' questions, Callum Findlay replied that the new Roads and Streetwork Act is not working well. Surrey County Council is appointing a senior manager to help Local Transportation Services identify alternative powers against statutory undertakers and utility companies who can cause major disruptions when they undertake works.

The Chairman quoted statistics showing the Britain has fewer controls over holes in the road than many other nations.

09/03 Local Transportation Programme for Woking 2003/04 to 2005/06 (update) [Item 9]

Members noted the updated programme and that it would be submitted to the Executive on 17 February 2003. The Local Transportation Service will report to the March meeting of the Local Committee on the allocation and its impact.

10/03 Agency Transfer Works – Speed Safety appraisals [Item 10]

Members noted Woking Borough Council, as former agents for the County Council on highways, had requested these speed safety appraisals. The appraisals were based on the traffic calming policy described at the Local Committee meeting in November 2002.

John Masson said that additional speed surveys had been carried out on Old Woking Road, at Lincoln Drive and at Coldharbour Road.

Replying to questions from Councillor Brown, Stephen Child said that:

- A vehicle was purchased for the Surrey Police Woking Casualty Reduction Officer and it will be fully kitted out and utilised.
- To prevent drivers who are exiting the Nursery in Whitmoor Lane from turning the wrong way onto the one-way street, officers could place a one-way street sign adjacent to the exit and another sign alerting drivers if they turn the wrong way.

Replying to a question from Mrs Tinney, Stephen Child said that:

- Officers will look at the junction in Pyrford Road to assess its safety during icy conditions.
- Officers will look at Anchor Hill to determine ways of slowing traffic down.

Responding to a question from Mrs Tinney, John Masson said that officers would give careful consideration to the position of the road narrowing in White Rose Lane at the Old Woking Road end, and would look at the White Rose Lane/Old Woking Road junction to see if two lanes could be provided for vehicles turning left and right out of White Rose Lane.

Replying to a question from Councillor Pattison, John Masson said that officers would ensure there was adequate forward visibility before applying traffic calming near Jack and Jill Steps.

Responding to questions from Councillor Cross, John Masson said:

- The number and height of speed cushions, when used to calm traffic, varies depending on the problem. Generally, the more cushions and the higher they are, the slower the traffic will be.
- The speed survey conducted outside Sythwood County Primary School found that traffic speeds varied throughout the day, being above average in quiet times and below at peak times. Officers will inform Councillor Cross on vehicle speeds when children arrive at and leave school, and will also see if other improvements can be made near the school.

Councillor Kingsbury asked officers to consider including the speed limit on the road surface on St John's Road between Triggs Lane roundabout and Winnington Way to help reduce speeding.

During discussions on the proposed poster campaign to reduce speeding in Anchor Hill, Members and officers considered that a number of different measures should be used to try to educate motorists in reducing their speed and that they should change when people stop noticing them. These measures may include posters, mobile speed cameras or signs.

Resolved

- (a) to agree, subject to public consultation, the package of measures for the Pyrford area, the Sutton Green area, and White Rose Lane;
- (b) to agree, subject to public consultation, the measures proposed to deal with speeding problems on other roads as described in paragraphs 36 to 49 of the report; and
- (c) that these measures be included in the programme of future works for 2003/04

11/03 Kingsway Traffic Calming Survey Results [Item 11]

An amendment to officers' recommendations part (i) was proposed by Councillor Bryan Cross and seconded by Councillor John Kingsbury.

The proposed amendment was that instead of “that no further action is required concerning the height and quantity of the speed cushions”, the following be inserted:

“It is therefore recommended that following consultation with residents, of which sixty four percent stated that traffic calming has been a success, there is a view that there are too many cushions and hence four speed cushions should be removed following further consultation.”

Following a vote, the motion was declared lost.

Councillor Kingsbury, seconded by Councillor Cross, asked for the vote to be recorded and the following votes were cast:

For the motion (5 Councillors):
Mrs Margaret Hill
Mrs Elizabeth Compton
Councillor John Kingsbury
Councillor Bryan Cross
Councillor Neville Hinks

Against (5 councillors):
Mr David Rousell
Mr Geoff Marlow
Mrs Val Tinney
Councillor John Pattison
Councillor James Palmer

Abstention (1 Councillor): Councillor Gordon Brown

The Chairman, Mr David Rousell, cast his second vote against the motion.

Councillor Gordon Brown proposed an amendment that officers investigate a restriction for heavy vehicles on Kingsway. Councillor John Pattison seconded this, and it was accepted without a vote.

Following a vote the amended motion was carried.

Resolved

- (a) that no further action is required concerning the height and quantity of the speed cushions;
- (b) the signing to Kingsway be reviewed by the Local Transportation service;
- (c) that residents will be informed of the signing and that no further action will be taken concerning the height and quantity of the speed cushions; and
- (d) that officers investigate a restriction for heavy goods vehicles.

12/03 **Goldsworth Road pedestrian crossing** [Item 12]

Members noted that, as a result of a petition, officers conducted a detailed investigation to assess the need for a pedestrian crossing facility in Goldsworth Road.

During discussions Councillor Bryan Cross said that he frequently crosses this road and the petition had arisen because a number of elderly people live in Oak's Road.

Councillor Cross welcomed the decision for the crossing but questioned its location. David Durrant replied that the type of crossing, a zebra crossing, had been safety audited and the assessment noted that most pedestrians crossed in that location at lunchtime to go to the restaurants. Stephen Child also responded saying that the location is an optimum solution, addressing the two-way flow of people walking into and away from the town centre.

Resolved to place a zebra crossing on Goldsworth Road as shown in Annex A of the report, drawing number 11384.

13/03 **Real Time Passenger Information report on progress** [Item 13]

Members noted that the Real Time Passenger Information is an ongoing programme receiving continued funding and expansion throughout the County.

Resolved to agree the continued support of the programme and noted that local enhancements would have to be funded locally.

14/03 **Forward Programme** [Item 14]

Noted amendments made to the Committee's proposed agenda for 19 March 2003:

- delete the Annual Transport plan (duplication of another item);
- Woking Station and Sutton Green are one item relating to the cycle route;
- add a report on rising bollards in Commercial Way;
- add a report on A3046 Chobham Road / Broomhall Road Crossing;
- add a report on the Parking Policy and DPE; and
- possibilities for amending routes 34 or 35 to be added to bus services report.

15/03 **Exclusion of the Press and Public** [Item 15]

There were no items of business that involved the likely disclosure of exempt information.

[Meeting Ended 9:55 pm]

Chairman