



Minutes of the Local Committee for Woking
Transportation Agenda
Meeting held at 7.30 pm on 23 July 2003
at
the Council Chamber, Civic Offices, Woking

Members present:

Mr David Rousell – Chairman	
Mr Geoff Marlow – Vice-Chairman	
Cllr Peter Ankers	Cllr Anthony Branagan
Mrs Elizabeth Compton	Cllr Bryan Cross
Mrs Margaret Hill	Cllr John Kingsbury
Cllr John Pattison	Mrs Val Tinney

Part One – In Public

[All references to items refer to the agenda for the meeting]

58/03 **Apologies for absence** [Item 1]

Apologies for absence were received from Mrs Sheila Gruselle and Cllr Philip Goldenberg.

59/03 **Minutes of last meeting held on 12 June 2003** [Item 2]

Confirmed and signed by the Chairman.

60/03 **Declarations of interests** [Item 3]

In accordance with Standing Order 58, Councillor Cross declared a personal interest in item 9a on the agenda on verge parking in Goldsworth Road and in item 10 on disposal of highway land and 1 Ravens Close and 1 Tolldene Close.

61/03 **Petitions** [Item 4]

Petition 1 – Pedestrian Safety on Smarts Heath Road Railway Bridge, Mayford

In accordance with Standing Order 62, the Committee received a petition on pedestrian safety on Smarts Heath Road railway bridge, Mayford. Cllr Palmer, the petitioner, was invited to present the petition to the Committee. Cllr Palmer explained the present situation, which the petitioners considered unsafe as there are currently no facilities for pedestrians to walk safely across the bridge and people are afraid to use it.

The Chairman used his discretion to take the petition at this meeting with the petitioner's agreement. The Local Transportation Director responded that was aware of the safety issues on the bridge and would work with colleagues to find possible solutions. A report will be brought to the January 2004 meeting of the Local Committee on these options and their funding requirements.

Petition 2 – Speed Reduction on Connaught Road

In accordance with Standing Order 62, the Committee received a petition on speed reduction on Connaught Road. Mr Minns was invited to present the petition on behalf of the petitioners to the Committee. He explained that the excessive speed along this road is a key local issue within Brookwood, and people feel that they are not being listened to. The Brookwood Village Association has done a number of surveys which show excessive speed along the road. The petitioners are asking for:

1. Effective and obvious indications of the 30mph speed limit.
2. Reduction in the speed of traffic in Connaught Road by permanent and effective means.
3. Pedestrian crossings in strategic locations to allow the safe crossing for all members of the community, but especially children and the elderly.

The Chairman used his discretion to take the petition at this meeting with the petitioner's agreement. The Local Transportation Director responded that it was already agreed to undertake a speed assessment survey along the length of Connaught Road and identify some solutions that can be discussed with the local community. This will be put on the Local Transportation Service forward programme and reported in January 2004.

62/03 **Public questions on transportation matters** [Item 5]

This question was received from Mr Cliff Bush

I notice in the papers for the committee meeting, yet another proposal for speed humps. These humps discriminate against a significant proportion of Woking's electorate and they are unable to use these roads and so have to make alternative arrangements. Do members understand that the proliferation of humps can affect wheelchair users, those with osteoporosis, back pain and brittle bones - all ailments that according to PCT stats are on the increase?

There are plenty of other ways to calm traffic such as chicanes and painting the road texture.

This is the European Year of the Disabled and I would be interested to hear what efforts the Council and Committee have made this year as I see little evidence of any support.

Stephen Child, Local Transportation Manager, responded:

The proposal in the papers for today's meeting relates to speed cushions rather than speed humps. There are a variety of ways to undertake traffic calming as indicated at the last meeting and each solution is appropriate in differing situations. The majority of users can successfully negotiate traffic calming measures at the appropriate speeds, however, it is understood that some users do try to avoid them as they find such measures a discomfort. Local research within SCC and via Transport Research Laboratory and Department for Transport websites has not produced any information related to traffic calming measures and those with physical disabilities.

Christine Holloway, Local Director for Woking, responded:

I have identified no specific action taken in relation to the European Year of the Disabled; however, the County has undertaken various initiatives in relation to its services to disabled people. Mr Bush will know of some of these through his links with Surrey County Council's Adults & Community Care Service. To give another example, the Communications Team at Surrey County Council is leading an initiative to ensure that the County Council meets the needs of disabled people in both service delivery and consultation about policy development. They are producing guidelines for all County Council staff, called "Communicating with Everyone". The guidelines advise staff how to ensure they meet a range of special needs, including those of people with hearing, sight, and mobility impairment, as well as people who need interpreters and translators. Interim guidelines about communicating with disabled people is on the County Council's internal website, of SNet. "Communicating with Everyone", amongst other things, will formalise these guidelines and roll them out to all staff by autumn 2003.

This question was received from Mr Justin Boorman

There is a great deal of concern being felt by local residents about the excessive speed of traffic in Connaught Road. Is the Chairman aware that this has been an unresolved issue for very many years with a frustrating false start on traffic-calming in 1994/95?

At the last meeting of the Local Committee, the concept of Local Community Fora was agreed as part of the Transportation Service's Communications Plan. Would he consider using Brookwood as the first location for a Local Community Forum to give local residents, local businesses and school parents a proper opportunity to air their

concerns and valuable local knowledge with officers from the Local Transportation Service?

Stephen Child, Local Transportation Manager, responded:

Councillors and officers are aware of the local concerns regarding Connaught Road particularly in respect of excessive speed. I am pleased to agree to Brookwood participating in the first Local Community Forum and have taken the liberty of booking the Memorial Hall in Brookwood for such a meeting on Tuesday 23 September 2003. This event will be advertised in the near future and follow the format set out previously at Local Committee on 12 June 2003.

This question was received from Mr Dave Hatcher

Would the Local Committee consider the unacceptable traffic problems arising in Goldsworth Road between the Safeway access roads roundabout and the Coign Church roundabout at Church Street West?

With several firms, shops restaurants and the Kwik Fit tyre centre combined with CPZ parking on the north side, there is little room for traffic to squeeze through. This is particularly the case with heavy vehicles, which can themselves add to the difficulties as they stop to load and unload. There is a new and currently empty office block next to Goldsworth Arms public house.

Motorists are very courteous but a real solution will be needed.

Could there for instance be a gyratory system whereby westbound traffic uses Poole Road, and eastbound traffic Goldsworth Road as now?

Stephen Child, Local Transportation Manager, responded

It is accepted that this section of Goldsworth Road can be busy, given the numbers of shops, offices and cafes in the area, and the high demand for on-street parking. Goldsworth Road, however, is no longer the A324. It is an unclassified road and as such should only be carrying local traffic familiar with the area and conditions. The signposted route into Woking from the west is via A324 Lockfield Drive.

It would not be practical to introduce a gyratory system. There is a compulsory left turn out of the western end of Poole Road, and this means that all westbound traffic would have to turn left into the Safeway's access road and then double back at the roundabout to regain Goldsworth Road. This would be an inconvenience to business premises in the area, and may also encourage higher vehicle speeds.

For these reasons, the introduction of a gyratory system is not considered feasible.

Cllr Cross and Cllr Branagan would talk to Dave Hatcher and Stephen Child outside the meeting about this issue.

63/03 **Members' Questions** [Item 6]

This question was received from Cllr Peter Ankers

Some roads in Pyrford are private but are paved and have gullies as do other roads elsewhere in the Borough.

Are the gullies in these roads part of the normal seasonal gully cleaning programme, and if not, why since the residents pay a full Council Tax?

Stephen Child, Local Transportation Manager, responded:

The gullies in private streets are not included in the annual gully cleaning programme as the roads in which they are situated have not been formally adopted and therefore they are not deemed to be a highway maintainable at public expense. The basis of Council Tax is not dependent on the actual element of services utilised.

These questions were received from Cllr Philip Goldenberg

Can I please have an update on the following matters arising from the Brookwood Crossroads saga:

(a) Please give a date for action on the re-location of the first set of parking bays on the south side of Connaught Road west of the crossroads.

(b) Following the re-phasing of the traffic lights, please

- (i) confirm that east/west movements are now differentiated for the morning and evening rush-hours and
- (ii) comment on the very short time allowed for right turns out of Bagshot Road into Connaught Road?

(c) What is the progress on assisting traffic flow in Bagshot Road on the northwards approach to the crossroads by extending the existing dual-lane marking?

(d) Are the repairs to the sewerage pumping system on schedule for September?

(e) And please confirm that assessments as to both speeds and pedestrian movements in Connaught Road will take place early this autumn, and that all related accident statistics will be collated and considered.

Stephen Child, Local Transportation Manager, responded:

a) This matter is being discussed with Woking Borough Council and a resolution is being sought.

b) Amendments to signal timing and phasing were made recently. Different timings always existed for morning and evening peak hours and have been amended as

part of the recent changes. The short time for the right turn from Bagshot Road into Connaught Road was also brought to our attention by a local resident at the Stage 3 Safety Audit carried out on the 22 July 2003. Traffic signals will investigate. They will also continue to monitor the operation of the signals.

- c) The order for extending the length of the two lanes on both A322 approaches has been sent to Ringway. The programme for this work is awaited and the Resident Engineer will progress this matter.
- d) Thames Water has given a provisional start for Monday 28 July 2003 but confirmation of the start date is still awaited.
- e) I can confirm that speed assessment and pedestrian movement surveys will take place early this Autumn. Accident statistics have already been collated.

This question was received from Cllr John Kingsbury

In view of the response to my question on 12 June that it was expected the work would be completed within 4 weeks, when can residents of St Johns Road expect to see this urgently required speed reducing measure completed, this subject has now been under discussion for 6 months?

Stephen Child, Local Transportation Manager, responded:

Ringway has been reminded that this work is still outstanding. It is programmed to be done within the next 10 days, weather permitting.

These questions were received from Cllr Anthony Branagan

- 1. Traffic Lights - Lockfield Road/ Arthur's Bridge Road. An up-to-date report as to when this project will finally begin would be appreciated.
- 2. Traffic Survey on Horsell High Street near junction with Bullbeggars Lane. Please provide the results of this survey:
 - a. Total number of vehicles involved.
 - b. The range of speeds recorded.
 - c. Proposed action recommended/to be taken and when to be implemented.
- 3. Morrisons Maintenance on Bullbeggars Lane since March 2003. Please advise:
 - a. Length of contract and any overrun/ under run
 - b. Total cost of the contract, also outturn to 31 May 2003.
- 4. Resurfacing of Goldsworth Road between roundabouts at Arthur's Bridge Road and Parley Drive. The road surface is extremely rough and worn in patches and the noise comes mainly from car tyres. It would greatly improve the

quality of life if the road were to be resurfaced using "whisper" tarmac. i.e. similar to the surface on Lockfield Drive between the Harelands roundabout and Well Lane. When?

5. Goldsworth Road one way between Goldsworth Arms and the Coign. Parking on left hand side makes traffic flow difficult and dangerous when buses and large vehicles are involved. Has consideration been given to sending traffic leaving Woking along Poole Road for better traffic flow and safer motoring?

Stephen Child, Local Transportation Manager, responded:

1. Discussions with the Constructor indicate that construction will take approximately 18 weeks, however, this must be co-ordinated with Statutory Undertakers' works which do not yet have a fixed programme.
2. The survey was carried out on Horsell High Street, approximately 45m NW of Bullbeggars Lane, between 4 and 10 June 2003. Typical 24 hour flows were 3175 vehicles south-eastbound and 3700 vehicles north-westbound. 85th percentile speeds were 34mph in both directions. Average speeds were 28mph south-eastbound and 27mph north-westbound. Given the results of the survey, no specific action is currently proposed.
3. (a) Contract completion is currently proposed as 3 September 2003 and hence there is no overrun to date.

(b) Cost of contract is £80,000, no outturn information is available.
4. This length of Goldsworth Road has been included in the maintenance bid for 2004/5 and will be undertaken if funded. I anticipate that it would be surfaced with a thin wearing course surfacing.
5. It is accepted that this section of Goldsworth Road can be busy, given the numbers of shops, offices and cafes in the area, and the high demand for on-street parking. Goldsworth Road, however, is no longer the A324. It is an unclassified road and as such should only be carrying local traffic familiar with the area and conditions. The signposted route into Woking from the west is via A324 Lockfield Drive.

It would not be practical to introduce a gyratory system. There is a compulsory left turn out of the western end of Poole Road, and this means that all westbound traffic would have to turn left into the Safeway's access road and then double back at the roundabout to regain Goldsworth Road. This would be an inconvenience to business premises in the area, and may also encourage higher vehicle speeds.

Executive Functions

64/03 Joint Road Safety Strategy [Item 7]

Stephen Child introduced this report which highlights the local response to the Joint Road Safety Strategy approved by the Executive. It was noted that the Police are happy with the proposed plan and have worked closely with the Local Transportation Service to progress actions highlighted in the plan.

RESOLVED

Members adopted the strategy and agreed the actions proposed. They requested an update on progress at the January 2004 meeting.

65/03 Robin Hood Road – change in speed limit [Item 8]

David Durrant introduced the report which recommended a change in the existing 40mph speed limit to 30 mph on Robin Hood Road, Knaphill.

RESOLVED

That:

- a) A Traffic Regulation Order be advertised to change the existing 40mph speed limit on Robin Hood Road to 30mph
- b) Authority be delegated to the Local Transportation Director in consultation with the Chairman and Divisional Member to consider and determine any objections and to make the order.

66/03 172-184 Goldsworth Road Verge Parking [Item 9a]

In accordance with Standing Order 58, Councillor Cross declared a personal interest in this item.

David Durrant introduced the report which was requested at the Local Committee meeting held on 13 November 2002 to look at possible solutions to reduce damage to the highway verges outside 172-184 Goldsworth Road caused by parking. The report recommended putting plastic mesh on the highway verges outside these properties to reduce damage to the grass and enhance the visible appearance of the area. He confirmed that the grass can still be mowed.

Members discussed whether this solution would set a precedent for enabling parking on other highway verges in the borough. It was agreed to trial this solution at this site, and if successful, then it may be considered appropriate to use on other sites across the Borough.

RESOLVED

Members agreed to treat the highway verges alongside 172-184 Goldsworth Road with a plastic mesh to reduce damage caused by parked cars.

67/03 Greenvale Road – resident request for additional on street parking [Item 9b]

David Durrant introduced the report which considered whether additional on-street car parking bays should be provided in Greenvale Road, Knaphill. Officers have examined the current parking provision and recommend that they have adequate parking provision compared to other areas in the borough.

RESOLVED

That no additional on-street car parking bays be provided in Greenvale Road and that residents be informed of this decision.

68/03 Disposal of Highway Land at 1 Ravens Close and 1 Toldene Close Knaphill, Woking [Item 10]

In accordance with Standing Order 58, Councillor Cross declared a personal interest in this item.

Geoff Wallace introduced this report which considered whether two areas of public highway land adjacent to the above properties was surplus to requirements. It is the officers' view that in both of these cases some land could be declared surplus to highway requirements. It was noted that if the land was declared surplus to highway requirements and the landowners wanted to develop the land, they would have to apply for planning permission in the usual way.

1 Ravens Close: Since the report was written an objection was received to declaring the land surplus to requirements at 1 Ravens Close. Plan 11534b was tabled at the meeting to replace Plan 11534a which was circulated with the agenda papers. This revised the area of land in question to overcome the objection.

RESOLVED

That:

- a) 1 Ravens Close – The hatched area on plan number 11534b be declared surplus to highway requirements, subject to the safeguarding of the existing tree
- b) 1 Toldene Close – the hatched area shown on plan number 11533 be declared surplus to highway requirements.
- c) Legal Services be instructed to proceed with the extinguishment of public highway rights over the hatched areas shown on plan numbers 11533 and 11534b.

69/03 **A322 Pedestrian Crossing at The Broadway, Knaphill** [Item 11]

David Durrant introduced this report which considered a Pelican Crossing on the A322 Knaphill just south of The Broadway. Following observations of the number of pedestrian crossing movements at this location and the alternative crossing facilities in the immediate area, it was the officers' view that the case for an additional crossing was not substantiated.

RESOLVED

That:

- a. The proposed crossing is deferred and not constructed
- b. The matter is kept under review pending the construction of further housing development in the immediate area.

70/03 **Proposed waiting restrictions at Binfield Road, Gloster Road and Englefield Road** [Item 12]

John Masson introduced the report which considered changes to waiting and loading restrictions in the above roads as highlighted on the plans in Annexes A-E.

Members noted a correction to paragraph 5, line 5, of the report which changed Moss the Chemist to the Methodist Church. It was noted in regard to the waiting restrictions in Englefield Road that there would be no changes to loading restrictions. It was requested that buses in Englefield Road could also be discussed at a future meeting.

RESOLVED

That:

- a. A Traffic Regulation Order is advertised to:
 - i. Amend the waiting restrictions in High Road and Binfield Road as shown on drawing 11529
 - ii. Amend the waiting restrictions and remove the existing loading restrictions in Gloster Road as shown on drawing 11530
 - iii. Amend the waiting restrictions in Englefield Road, Knaphill as shown on drawing 11557
 - iv. Amend the waiting restrictions in Broadway, Knaphill at its junction with Queens Road as shown in drawing 11550
 - v. Introduce waiting restrictions in Broadway opposite The Vyne as shown on drawing 11556.
- b. Authority is delegated to the Local Transportation Director, in consultation with the Chairman and Vice Chairman, to consider and determine any objections and to make the order.

71/03 **Local Transportation Service Performance Indicators** [Item 13]

Nigel Bartlett-Twivey introduced this report which highlighted the key performance indicators used in the Local Transportation Service. In addition, the service collates customer comments made to the Local Transportation Service and the Contact Centre.

Members discussed the data available and agreed that the customer comments were more useful to the committee than BVPIs which have changed year on year which means that trends cannot be established. Customer comments would also be able to help prioritise Local Transportation Service spending.

In response to comments, Nigel Bartlett-Twivey confirmed that it would be possible to show how many people commented on each subject, and on the time taken to investigate and remedy problems reported.

RESOLVED

Members agreed that a performance report would be brought to the Local Committee at 6 monthly intervals, and noted that this report should, if possible, include information on:

- a) typical response times to identified problems
- b) a breakdown within the figures on whether a number of customers have made a complaint/observation about the same issue.

72/03 **Proactive Public Relations by Constructor** [Item 16]

Stephen Child introduced this report which set out the constructor's involvement in communication with Surrey County Council customers. It was noted that Surrey County Council needs to ensure that the Code of Practice referred to in para 2.5 is adhered to when the constructor is on site. Stephen Child added that he would speak to Ringway about plain English in their information.

In response to a question from Cllr Branagan, Stephen Child confirmed that the timing of work is considered by the contractor, especially in village locations.

Members agreed to invite an officer from Ringway to the Local Committee meeting in April 2004 to report on the first year of operation.

73/03 **Forward Programme** [Item 15]

Stephen Child agreed to liaise with Cllr Kingsbury about interactive boards outside the meeting.

Cllr Pattison asked whether there were any proposals to replace the bituminous footways at Maybury Road/Monument Road as part of future proposals. Stephen Child explained that a lot of money was being spent in that area, but there is no

funding to enhance the footway. It was suggested Cllr Pattison go to the Borough Council to see if there was any way they could help.

Regarding development in Commercial Way, it was noted that issues related to the highway must come before the Local Committee; however, there are no timescales as yet.

RESOLVED

That the Forward Programme for the Local Committee for Woking (transportation agenda) be agreed noting the following additional reports:

1. January 2004 - Smarts Heath Road railway bridge
2. January 2004 - speed management in Connaught Road
3. January 2004 - an update on the Joint Road Safety Strategy
4. April 2004 - an invitation to Ringway to update the Local Committee following the first 12 months of the contract.

74/03 Exclusion of Press and Public [Item 16]

There was no business that involved the likely disclosure of exempt information and thus required the public to be excluded from the meeting under Section 100(A) of the Local Government Act 1972.

[The meeting ended at 9.25pm]

Chairman