



Minutes of the Local Committee for Woking
Transportation Agenda
Meeting held at 7.30 pm on 22 October 2003
at
the Council Chamber, Civic Offices, Woking

Members present:

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

Part One – In Public

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

75/03 **Apologies for absence** [Item 1]

Apologies for absence were received from Mrs Sheila Gruselle.

76/03 **Minutes of last meeting held on 23 July 2003** [Item 2]

The Committee agreed an amendment to minute 68/03 to replace the map 11533 circulated at the last meeting with a revised map 11640, which was circulated. The new map had corrected measurements on it. The minutes were then agreed and signed by the Chairman.

77/03 **Declarations of interests** [Item 3]

No declarations of interest in accordance with Standing Order 58 were made.

78/03 **Petitions** [Item 4]

Petition 1

In accordance with Standing Order 62, the Committee received a petition on speeding and use of overweight vehicles along St John's Road, Woking. Mrs Butler was invited to present the petition. She explained that residents felt frustrated at the lack of effective action from the Council and the Police to reduce the speed of traffic and enforce the weight limit of lorries along St John's Road. In addition two large brick walls built without planning permission adjoining 118 and 118a St John's Road block sight lines. The petitioners would like Surrey County Council to consult with the local community and recommend action.

Mr Rousell thanked the petitioner and said that a report on speeding along St John's Road would be brought to the 28 January 2004 meeting of the Local Committee.

Petition 2

In accordance with Standing Order 62, the Committee received a petition on speeding on Blackhorse Road. Mr Thatcher, as appointed speaker on behalf of the Blackhorse Road Residents Association, presented the petition. The petition asked for a reduction in the speed limit to 30mph; double white central lines to prevent overtaking; improved visibility and signage at the cross roads and Berry Lane junction; physical constraints at an appropriate distance both north and south of the crossroads; and larger warning signs for lorries at either end of Blackhorse Road. Local residents would like to add their own accident data to complete the picture. It was explained that although there are only 24 houses on Blackhorse Road, over 450 signatures on the petition show the strength of local feeling.

Mr Rousell thanked the petitioner and said that a report on speeding along Blackhorse Road would be brought to the 28 January 2004 meeting of the Local Committee.

79/03 **Written public questions on transportation matters** [Item 5]

This question was received from Cllr James Palmer:

Please could the Chairman or the Local Transportation Director advise of:-

- (a) the average speed of traffic traveling along the A320 between Barnsbury School and the Mayford Roundabout; and the speed of traffic at the 85th percentile;
- (b) how many accidents have occurred on the same section of the A320 in the last ten years;
- (c) the reasons why the A320, in this location, is no longer apparently seen as a priority for speed enforcement by the Police or the County Council; and
- (d) any plans in the future for controlling the speed of traffic along this busy section of road?

Steve Child, Local Transportation Director, responded:

Northbound: average speed: 39.3mph 85% speed: 45.7mph
Southbound: average speed 39.9mph 85% speed: 45.8mph

(The speed limit is 40mph)

We normally look at the accident record for the last three years, and in this case, ignoring accidents at the Bird in Hand Roundabout and the Egley Road/Almond Avenue junction, the number of accidents for the three year period ending May 2003 was 8, all involving slight injury.

The Police have stated that this is not a "speed complaint" site, and enforcement is not carried out on a regular basis.

There are no specific proposals for speed reduction measures planned. However, there are proposals to improve the signing for the garden centres, as lack of clear signing could be a factor in some of the accidents which have occurred.

In response to a supplementary question regarding signage for the garden centre, it was explained that a programme of installation needs to be agreed with the garden centre. The Local Transportation Director agreed to talk further with the Police about the priority given to the area by the Police

This question was received from Mr Andrew Cockeril

When will the works for the speed management scheme along White Rose Lane commence?

Steve Child, Local Transportation Director, responded:

This scheme was reported to Local Committee in June 2003 and is currently with the Surrey Highways Partnership for design. It is envisaged that works will commence early in 2004.

This question was received from Mr J.H. Lewis

Barriers between Redding Way and Broadway, Knaphill

The barriers have been out of commission for several months. Kingston Office (County Hall) is responsible for maintaining their operation and say they are considering alternative designs of barriers to the existing.

Why couldn't the existing barriers have been repaired and made operational first and alternative designs considered ready for any failure in the future?

During the time the barriers have been out of commission the potential for a serious accident has been increasing. More cars and delivery vans cut corners at the

Broadway junction travelling quickly taking a short cut or more convenient route to their destinations. Those likely to get hurt are elderly people going to The Vyne, patients going to the doctor's surgery and children going to school from the new development on the Brookwood Hospital site.

Can pressure be put on Kingston office to have the barriers re-commissioned right away before someone gets hurt or worse?

Steve Child, Local Transportation Director, responded:

Surrey County Council Transportation Service is the Highway Authority and this is delivered through 11 local offices and 6 Countywide Technical Groups. It is my responsibility as Local Transportation Director to work with my colleagues to manage the network. The local office should be the first and only necessary point of contact to obtain response to queries and solutions to problems. To that end, Chairman, I can confirm that the automatic barriers referred to in the question have been out of action since late May/early June. Initially a repair was proposed; however, the barriers have been inspected by the manufacturer and Surrey has been advised that they are beyond repair and alternatives should be considered. A specification has been produced for a new system and submitted to three contractors for quotations. This process is in hand as evidenced by questions we have received from contractors. The return date is 31st October 2003 and installation is likely to occur in early to mid December.

Chairman, this Office is committed to repairing or replacing the bollards; however, it is the procurement process and supply situation that has accelerated the timescale beyond a simple repair. I have spoken to our constructor partner and am assured that it will be resolved.

This question was received from Cllr Peter Ford

What action does the County Council, as the Highway Authority, intend to take to ensure that the yellow line parking restrictions which are not covered by the Controlled Parking Zones are properly enforced? This issue is particularly pressing given that the busiest period in the town is the lead up to Christmas.

Steve Child, Local Transportation Director, responded:

The Local Transportation Service will discuss parking enforcement on yellow lines particularly around the town centre with Surrey Police as they undertake enforcement. It is a Police matter. However, the Local Transportation Service will liaise and previous discussions have shown enforcement has taken place as the number of tickets issued has been reported. In the future Decriminalised Parking Enforcement will result in Surrey County Council being responsible and this is reported under item 18 on this agenda.

This question was received from Mr Justin Boorman

The recent successful Forum in Brookwood highlighted 3 major immediate areas of urgent concern namely:

- a. Speed on Blackhorse Road at the junction with Heath House Road.
- b. The problem outside the school posed by the perception of speeding traffic on Connaught Road.
- c. The confusing phasing of the lights at the Brookwood Crossroads.

Is the Committee aware that on the very evening of the Forum, there was a serious accident at the junction of Blackhorse Road and Heath House Road further highlighting the case for an urgent action. With the already agreed emphasis on Urgent, when can residents of Brookwood expect action, and feedback on action, on these 3 key areas?"

Steve Child, Local Transportation Director, responded:

Firstly, Chairman, I am delighted that the Community Forum, promoted by the Local Transportation Service and accepted by your Committee as the right way forward, proved such a success in Brookwood. There were indeed areas of concern that need action; however, urgency is tempered by correctness of solution. To that end Chairman I can comment as follows:

Blackhorse Road – speed assessment has been undertaken, site visits have been made and a meeting is arranged with local members. Following this, proposals will be prepared for local consultation and reported back to this Committee in January 2004. Immediate attention has been given to any vegetation issues and it is proposed to utilise the interactive warning signs at this location.

Connaught Road – all aspects raised at the Community Forum are being considered, including the situation regarding the school. A report will be submitted to this Committee in January 2004 and in anticipation of a "scheme" being prepared budget provision has been proposed in the bid for 2004-05 (Refer to item 9 on this agenda). I agree that highlighting the presence of the school to all road users is important; however, the investigation needs to be undertaken to provide the 'best' solution to fit Connaught Road.

Brookwood Crossroads – my Senior Principal Engineer and myself have already met with the Project Manager and the Principal Engineer Traffic Systems to consider all matters raised at the Community Forum. In addition I met with Callum Findlay, Head of Transportation Service, to obtain his agreement to follow through on this matter. A variety of issues are being considered and actions put in hand, some of which are a result of the Stage 3 Safety Audit.

Regarding the "confusing phasing of the lights" I am assured that changing to a single phase operation of left, straight ahead and right together would reduce capacity. I can confirm, however, that consideration is being given to the following:

- "Right turn goes first" signs to be erected

- Additional secondary signal for northbound A322 to be installed
- Road markings to be reviewed
- White arrows on blue background signs to be added to traffic light posts for right turn signals

A Project Engineer has been nominated at the Local Transportation Service to ensure that the issues related to Brookwood crossroads are progressed.

Officers and some Members are aware of an accident at Blackhorse Road/Heath House Road junction on the evening of the Forum, however, no details are available.

In summary, Chairman, residents can expect action as follows:-

Blackhorse Road – report to Local Committee in January 2004, depending on proposals installation in February/March 2004 or April/May 2004.

Connaught Road – report to Local Committee in January 2004, design February/March followed by construction/installation in April/May if funding allocation is received.

Brookwood Crossroads – ongoing implementation of various works including further discussion with Members between now and December 2003.

In response to a supplementary question, the Local Transportation Director agreed to feed back the results of the speed surveys to the Brookwood Village Association and the Blackhorse Road Residents Association prior to the meeting.

This question was received from Mr Joseph Infante

Excessive speeding is a daily occurrence in Hook Heath Road particularly along the straight (over 200m long) stretch from the first bend after the Renault garage. This is a very real hazard to children living in the area and residents of the retirement home on Hook Heath Road. Drivers tend to accelerate sharply and travel at speeds in excess of 50-60 mph on a regular basis. This is a serious accident waiting to happen further aggravated by the evenings closing in during the winter months.

Would the Local Committee further investigate the problem and explore possible remedies to ameliorate this potential hazard and threat to life of the residents of this area. Could there be, for instance more stringent enforcement of speed limits and traffic calming devices installed?

Steve Child, Local Transportation Director, responded:

On 6th October 2002 Mr Infante wrote to Surrey County Council and raised the issues outlined in his question.

A traffic survey was carried out between 15 and 22 March 2003 with the sensor placed outside Mr. Infante's house. On a weekday up to 1500 vehicles travel in each direction along Hook Heath Road. The 85th percentile speed was recorded as 40mph in both directions. The speed limit is 30mph.

No injury accidents have been recorded in the section of Hook Heath Road from Fernhill Lane to the bend adjacent to Derrydown in the last 3 years.

Whilst vehicles are travelling in excess of the speed limit, there are no current plans to install physical traffic calming measures. Members are aware that double yellow lines from the junction with Fernhill Lane to Hook Heath Avenue were recently introduced to prevent parking at this bend and improve safety.

The Police are aware of the survey results.

80/03 **Members' Questions** [Item 6]

These questions were received from Cllr Peter Ankers:

The residents of Longs Close, Pyrford are extremely concerned about the unsightly state of the grass verges in this small close. Can it be confirmed, please, when the following works in Longs Close will take place:

- the replacement of the permanently damaged grass verges; and
- wooden posts inserted in the remaining grass verges to stop residents from properties outside of Longs Close from parking on the grass verges.

Steve Child Local Transportation Director responded:

It is anticipated that works will be programmed for April 2004 utilising funding from the 2004-05 budget (as the 2003-04 funding is allocated). Works to replace the grass verge and install posts will only be undertaken if, following public consultation, the majority of residents agree with the proposal.

In response to a supplementary question, it was noted that the public consultation would take place end January/early February.

These questions were received from Cllr Philip Goldenberg

Please report on progress on:

- (a) improved pedestrian access under the Pirbright Rail Bridge; and
- (b) the possibility of dedicating the southbound inner lane at the Sainsbury's traffic lights on the Bagshot Road to left-turning traffic.

Steve Child Local Transportation Director responded:

(a) Pedestrian access at Pirbright Rail Bridge was raised at the Community Forum and has been referred to my colleague at Guildford Local Transportation Service. Both the long-term proposal of a pedestrian tunnel and short-term ideas of improved lighting and white surface have been highlighted.

(b) This matter has been referred to colleagues at Traffic Systems for their view. Locally it is our opinion that the current situation is satisfactory as:

- i) a dedicated lane turning left would not have priority on a left turn green so traffic can still go straight ahead
- ii) capacity would reduce as all straight ahead traffic would use a single lane
- iii) there is no particular accident record where the two lanes become one.

In response to a supplementary question, the Local Transportation Service agreed to see whether any immediate measures could be taken regarding pedestrian access under Pirbright Rail Bridge.

This question was received from Cllr John Kingsbury

There appears to be considerable support in Knaphill and St John's for the bus gate bollards, adjacent to The Vyne, to remain down, facilitating the flow of traffic through Knaphill village and Redding Way, and reducing rat running.

What tests could the Committee undertake to verify this information, gauge the level of support for such action, and satisfy itself over any safety or other related issues?

Steve Child, Local Transportation Director responded:

Notwithstanding the views expressed by Councillor Kingsbury in his question there is evidence of actual danger, i.e. elderly using the Vyne and doctors surgery and school children using the spur, as described in the public question from J Lewis.

Surrey County Council's Local Transport Plan seeks to encourage people to use modes of travel other than the private car and promotes safer environments for pedestrians, cyclists and school children. The spur road between Broadway and Redding Way is designed for buses and a few general-purpose movements to the community facilities only. The bus gate is provided to enable public transport to deliver a better service to passengers; passenger usage has increased on quality bus partnership routes 91 and 34/35 that use the bus gate to access Knaphill village centre.

All-purpose use of the spur road cannot be considered in isolation. The Brookwood hospital development master plan considered its impact on the local surrounding highway network to be detrimental, encouraging rat running in Limecroft Road, Sussex Road, Broadway, Anchor Hill, Knaphill village centre, Hermitage Road, Blackhorse Road and through the Brookwood development. Redding Way is designed for the development and not rat running traffic. Woking Borough Council considered a detailed report about the overall impact of opening the spur road. Woking emphatically rejected the proposal considering the resultant environmental and highway impact unacceptable.

The Local Transportation Service is committed to delivering many high priority studies, assessments and schemes that meet Local Transport Plan aims and objectives. Studying the bus gate would be a low priority based on known historic reporting of its operation.

In conclusion I would urge the Committee to support the speedy installation of the replacement bollards thereby reinstating a fully operational bus gate.

Executive Functions

81/03 Local Transportation Service Current Status of Projects [Item 7]

Stephen Child introduced the report which detailed the current status of various work programmes from enquiry to completion.

Reference 44 – Old Woking Road pedestrian crossing. Cllr Ankers reported that he had carried out his own survey on potential usage of a crossing which showed it would be used. Cllr Ankers agreed to give a copy of this survey to the Local Transportation Service. Mrs Tinney felt there was a need for some sort of crossing, but said this needed to be compared with other priorities and will talk to the Local Transportation Service outside the meeting.

The Local Transportation Director confirmed for Cllr Branagan that Ref 9 (162-180 Goldsworth Road) and Ref 21 (Horsell Birch) would be completed this financial year.

In response to a question from Cllr Pattison, Stephen Child agreed to find out the timetable for Pegasus and report back outside the meeting.

In response to a question from Cllr Kingsbury about the siting of the interactive signs mentioned in Appendix B, Stephen Child explained that this would be discussed with the Police on 24 October 2003.

RESOLVED

- a) Members agreed the work programme shown in Appendix A of the report, except that officers will re-consider Ref 44 – a pedestrian crossing in Old Woking Road. Members asked the Local Transportation Service to consider these additions:
 - i. Speed control along Oakcroft Road, West Byfleet
 - ii. Provision of litter bins and dog waste bins along the dual use cycle track along Lockfield Drive
 - iii. Improved signage outside Woking Station to stop cars going straight on, which is only permitted to buses and taxis
 - iv. Ref 31 – Heath House Road, Blackhorse Road, Berry Lane - inclusion in the 2004/5 programme depending on the outcome of the speed/safety review.
 - v. Put up safety signs and consider speed management requirements along Boundary Road
- b) Members noted the status of the work programme in Appendices B to F.

82/03 Surrey County Council and Woking Borough Council Working Together [Item 8]

This report looked at a proposal from Surrey County Council and Woking Borough Council to create a joint project to improve the quality of the town centre.

In response to a question from Cllr Pattison, it was confirmed that the land where the market used to be is owned by the Peacocks Centre, and Woking Borough Council does not know of their intentions for the site.

RESOLVED

Members agreed the recommendations in the report to:

- a) request Surrey County Council and Woking Borough Council officers to prepare a report covering the project objectives, budget, decision-making arrangements and co-ordinated implementation and monitoring
- b) ask officers to develop proposals about how the two authorities could work together on other topics for consideration at a future meeting.

83/03 Local Transport Plan Implementation Programme for Woking 2004/05 [Item 9]

Geoff Wallace introduced the report and explained that the Local Committee is required to put in a 3 year rolling bid to the County Council for resources by the end of November. The County Council will then assess the bids and allocate funding for next financial year. The Local Committee will know the outcome early next year.

Mr Rousell explained that there would not be the opportunity for the Committee to agree the final bid, but a copy would be circulated to all Members of the Committee before final submission.

Mrs Compton thanked the Local Transportation Service for the Brookwood Community Forum, and asked whether it was possible to look at reversing the entrance and exit to Brookwood Station.

In response to criticisms of cuts to bus services, Mr Rousell explained that the operator's costs had gone up so much that the subsidy required was too high. A complete appraisal of the County's public transport policy is being undertaken to find more innovative solutions.

In response to a question from Cllr Cross, the Local Transportation Director agreed to find out whether profit from one service is put into another.

RESOLVED

Members agreed that:

- a) the programme is accepted as the basis for a detailed financial bid for 2004/05, and an indicative bid for 2005/06 and 2006/07 with the addition of:
 - i. Paragraph 12 – need to look at prioritising this work due to the new housing development by the station
 - ii. Paragraph 15 – to include Pyrford as part of the quality bus partnership for the east. In addition the Local Transportation Director agreed to consult

colleagues to see if bus provision can be improved earlier in the east of the borough.

iii. Paragraph 32 – change from a pelican crossing to a toucan crossing

b) authority is delegated to the Local Transportation Director, in consultation with the Chairman and Vice-Chairman, to determine the bid. The final bid will be circulated to all Members of the Committee before final submission.

84/03 Walton Road, Maybury – proposed pedestrian improvements outside Maybury Infant School [Item 10]

John Masson introduced the report which set out proposals to improve pedestrian facilities in Walton Road, outside Maybury Infant School.

Mrs Tinney welcomed the report. She asked officers to check with the SixT Kenning to see whether they can help avoid van deliveries at the same time as parent parking.

In response to a question from Cllr Ankers, Mr Masson explained that he would not expect any objections from local residents because commercial buildings are opposite the school.

RESOLVED

Members agreed that the proposed pedestrian improvements shown on drawing number 11626 be approved for construction subject to there being no adverse comments from local residents. If there are, the report will be referred to Chairman and Vice-Chairman.

85/03 Pelican Crossing – Brewery Road, Horsell [Item 11]

David Durrant introduced the report which set out proposals to install a pelican crossing in Brewery Road adjacent to the car park. It was confirmed that the crossing would be silent but would have facilities for the blind, and consultations had taken place with the Police.

In response to questions about whether a decision should be deferred until the outcome of the County Hall planning application is received, the Local Transportation Director confirmed that the crossing would be needed whether or not County Hall was given the go ahead so he could not foresee any waste of money. It was confirmed that if the proposal was approved, then it would be programmed for this financial year.

RESOLVED

Members agreed that a pelican crossing be constructed on Brewery Road as shown on drawing number 11594.

86/03 Woking College – access improvements [Item 12]

John Masson introduced the report which set out proposals to improve pedestrian access to Woking College, including the provision of a pelican crossing on the A247 Kingfield Road, and a new length of footway in Rydens Way.

Cllr Pattison raised the issue of a walkway which the College has blocked off from St John the Baptist School. The Local Transportation Service agreed to discuss this with the College and would invite Cllr Pattison to join them.

RESOLVED

Members agreed the proposals shown on drawing numbers 11596, 11627 and 11628 and officers agreed to talk to Woking College about a blocked walkway from St John the Baptist School.

87/03 Peak Hour Traffic Restrictions – Chertsey Road/Oyster Lane, Byfleet
[Item 13]

David Durrant introduced the report which set out the results of the public consultation on proposals to introduce peak hour traffic restrictions in Chertsey Road and Oyster Lane, Byfleet.

RESOLVED

Members agreed that the proposal should not proceed at present but be the subject of a future review.

88/03 Pelican Crossing – Chobham Road [Item 14]

David Durrant introduced this report which sought the Committees approval to install a pelican crossing at Chobham Road, Woking. It was noted that residents had renewed objections to the siting of the proposed crossing. A number of Members of the Committee also felt that the siting of the crossing might be wrong.

RESOLVED

Members deferred the decision and asked officers to do further survey work regarding the need for and positioning of the proposed crossing and come back to Committee in April 2004 with proposals.

89/03 Anchor Hill. Knaphill – Traffic Survey [Item 15]

David Durrant introduced the report which sought approval for improved signing and pedestrian facilities on Anchor Hill and Barnby Road, Knaphill.

RESOLVED

Members agreed that improved signing and pedestrian facilities be introduced on Anchor Hill and Barnby Road in accordance with Diagram 11632 Annex D.

90/03 Cawsey Way, Woking – proposed improvements to bus waiting facilities [Item 16]

John Masson introduced the report which set out proposals to improve the operation of the bus stops in Cawsey Way and provide new and repositioned shelters.

RESOLVED

Members agreed that proposals for improved waiting facilities for bus passengers in Cawsey Way, as shown on drawing number 11629, be approved for construction.

91/03 Mayford Green – Parking Bays [Item 17]

David Durrant introduced the report which sought Local Committee approval to introduce 20 minute limited waiting restrictions outside the shops in Mayford Green.

In response to questions regarding the enforcement of this, David Durrant confirmed that it would not be a Police priority, but they would be able to put in some enforcement in the early days and it would be included under decriminalised parking enforcement. It was also noted that there was alternative parking for the two residents who regularly use these spaces.

RESOLVED

Members agreed that waiting restrictions be introduced at Mayford Green as shown in diagram 11618 in Annex C.

92/03 Decriminalised Parking Enforcement [Item 18]

Geoff Wallace introduced the report which set out the actions of the Member Task Group to examine the potential for decriminalised parking enforcement within the Woking local area. It was noted that the best solution long term would be to integrate Controlled Parking Zones and decriminalised parking enforcement.

Members noted the report.

93/03 Woking Cycle Forum Constitution [Item 19]

John Masson introduced the report, which Members noted.

94/03 Forward Programme [Item 20]

Members noted the forward programme.

95/03 **Exclusion of Press and Public** [Item 21]

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 9.40pm]

Chairman