



Minutes of the Local Committee for Woking  
Transportation Agenda  
Meeting held at 7.00 pm on 26 April 2004  
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 (left at 8.45pm)

Cllr Anthony Branagan  
Cllr Bryan Cross  
Mrs Sheila Gruselle  
Mrs Diana Smith

---

**Part One – In Public**

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

19/04 **Apologies for absence** [Item 1]

Cllr Pattison gave his apologies for absence.

20/04 **Minutes of last meeting held on 28 January 2004** [Item 2]

Confirmed as an accurate record and signed by the Chairman.

21/04 **Declarations of interests** [Item 3]

In accordance with Standing Order 58, Cllr Cross declared a personal interest in relation to item 8 which referred to verge parking on Goldsworth Road, and Mrs Smith declared a personal interest in item 14 on Kirkland Avenue.

22/04 **Petitions** [Item 4]

**Petition 1**

In accordance with Standing Order 62, the Committee received a petition on the support given by the Woking Local Transportation Service to Old Woking. Cllr Ford presented the petition to the Committee explaining that the petitioners wanted the Local Committee to:

- Impress upon Woking Local Transportation Service the need to act with speed to resolve outstanding issues
- Ensure that, in future, the Service makes every effort to work to agree times for action and keeps residents properly informed of the reasons for unavoidable delays.

Cllr Ford acknowledged that since the petition was collected four months ago the majority of the issues highlighted had been resolved, but there were now new problems and room for improvement in customer service.

Mr Rousell thanked the petitioner for his presentation. The Chairman used his discretion to respond to the petition at the meeting. The following response was given by the Local Transportation Director.

Double yellow lines at Gloster Road are complete as are the concrete posts in Fairfax Road and Selwood Road. Streetlights have been installed in Coniston Road; however the electricity supplier has not yet made the connection. Rydens Way link road has undergone safety maintenance in respect of potholes; however funding constraints did not permit further work and it is included on the 2004/05 programme.

The LTS is operating a different methodology in 2004/05 which will enable certain works to be undertaken at the direction of the LTS and to a given timescale. Where this occurs agreed timescales can be given to Councillors and residents. Other works that are not so readily programmed or need further investigation will not be quoted in terms of time so as to better manage expectation. Although unavoidable delays do occur very often work items take longer than anticipated due to the work involved and changing priorities.

Notwithstanding the above Woking LTS understands and appreciates the need to act with speed to resolve issues and equally recognises that works must be prioritised across the area and progressed as funding permits.

**Petition 2**

In accordance with Standing Order 62, the Committee received a petition on speeding along Holly Bank Road, Hook Heath, Woking. Mr Muir presented the petition to the Committee explaining that the speeding was causing problems to the local residents, including residents at Woodbank, a residential home for elderly people. A recent accident has further highlighted the problem. The petitioners would like to see a 30mph speed limit at the top and bottom of the road, and would welcome more speed checks.

Mr Rousell thanked the petitioner for his presentation. The Chairman used his discretion to respond to the petition at the meeting. It was agreed that Holly Bank Road will be added to the list of sites where the mobile vehicle activated signs will be used. This is undertaken in conjunction with Surrey Police hence enforcement is part of the process. The Local Transportation Service is purchasing a further set of signs and increasing the number of sites on the programme. Road safety posters will be used in conjunction with the signs. Later in the year vehicle activated signs and road safety posters will be erected in Holly Bank Road, backed by police enforcement of the 30 mph speed limit.

### **Petition 3**

In accordance with Standing Order 62, the Committee received a petition on installing metered parking at the eastern end of Commercial Way. Mr Durrant presented the petition to the Committee. The petitioners believe that the part-pedestrianisation of the eastern end of Commercial Way is of no benefit to pedestrians or local businesses and they would like the barrier removed and metered parking installed. In addition petitioners are aware of a number of occasions that emergency services have been unable to gain access through the barriers.

Mr Rousell thanked the petitioner for his presentation. The Chairman used his discretion to respond to the petition at the meeting. The following response was given by the Local Transportation Director.

The installation of rising bollards to prevent vehicular access to the eastern end of Commercial Way has resulted in a pedestrianised area that continues the area already in place along Commercial Way. It is recommended that the Local Transportation Service consults with various parties regarding the pedestrianisation. Woking Borough Council, with regard to the future development of the town centre, will be a key consultee. A report will be brought to this Committee in October 2004.

Cllr Goldenberg asked for something to be done urgently if there was a problem for access by emergency services. Mr Child commented that he had not been notified by the emergency services of any problems. However, a check would be undertaken to ensure they are aware of the procedure for emergency access.

### **23/04 Written public questions on transportation matters [Item 5]**

#### **This question was received from Mrs Pauline Marshall:**

Recently the Casualty Reduction Unit had their radar gun on the corner of Chobham Road and Lane End Drive, Knaphill. The speed cars were travelling on seeing the officers was less than normal. It is normally a fast stretch of road although nominally 30mph. When the traffic was going at the Police 30mph, the noise from the tarmac was very much reduced from the loud noise that is usually heard. This road has become steadily busier and busier as more traffic has used it and traffic calming and traffic lights/crossings etc have taken place elsewhere. Chobham Road is very narrow in places. When a larger vehicle and trailer is parked outside one of the properties opposite our house the speed of vehicles drops. There are pedestrians crossing to the Priory Hospital and public footpath at the bend at the brow of the hill,

where sight lines are restricted. What is being done to calm traffic speeds and to enforce the lorry ban? Perhaps something that gives one-way priority over the other, with an opposing one a short distance away.

**Stephen Child Local Transportation Director responded:**

Road safety, speeding and enforcement of the lorry ban are key issues that rely on engineering, education and enforcement.

Surrey County Council and Surrey Police have produced a 'Joint Road Safety Strategy' that provides a framework within which both parties will work together with common objectives, targets and priorities to reduce the number of casualties and fear from traffic.

Whilst the Police are aware of concerns about the lorry ban, their resources only permit ad-hoc enforcement within the zone.

The Local Transportation Service works closely with the Police Casualty Reduction Unit to monitor and enforce speed limits. The Police presence in Chobham Road is an example of their deployment to enforce and deter speeding drivers. The Local Transportation Service also uses mobile interactive speed detection equipment in conjunction with Police enforcement, these units are in operation within the Woking local area.

In a supplementary question, Mrs Marshall said that the noise was still an issue and asked for it to be further investigated.

**This question was received from Cllr Elizabeth Evans:**

Beaufort Road Green is fast becoming an eyesore and mud bath due to a number of cars accessing the high rise to park outside their properties. This amenity green was a popular area for both adults and children but is now covered with ruts and tyre tracks and is no longer a pleasant place to walk or play on.

In Beaufort Close cars are parked on all the verges especially in the evenings and are a constant source of obstruction for the residents. The verges are wide enough for cars to park on but because of their shape, the space is used uneconomically and the grass is now rutted and spoiled. Waste collection trucks and emergency services have great difficulty accessing these properties.

Would it be possible for The Highway Authorities to provide parking bays around the foot of the Beaufort Road Green and along the verges in Beaufort Close on the Maybury Estate as residents in both roads are asking that something should be done to arrest the prevailing chaos?

**Stephen Child, Local Transportation Director responded:**

Historically Woking Borough Council has provided parking bays within the Maybury Estate, the latest being completed early this year 2004.

The Committee adopted a verge parking **Policy** at its meeting on 13 November 2002:

“To preserve the grass verges as a notable environmental asset within the Borough and to restore those verges which have been extensively damaged.”

The Committee also adopted a **Strategy** at that same meeting:

- 1) Minor isolated verge damage. Where minor damage has been caused in the past, but regular parking is not occurring, the verge should be repaired in order to restore the pleasant visual aspect of the verge.
- 2) Regular damage – alternative parking available. Where damage is occurring due to regular parking, and officers are satisfied that such parking could safely take place elsewhere, then the verge should be repaired and measures taken to physically protect the verge from further damage by one or more of the measures described above, as appropriate. Where such parking is being practised by residents, they would be informed before any physical protection markings are introduced.
- 3) Regular damage – no alternative parking. Where damage is occurring due to regular parking, but there is nowhere else for such parking to take place safely, consideration should be given to the construction of parking bays within the verge. Such schemes are often perceived by residents as improving substantially their quality of life.

The relevant part of the Strategy, related to this question, is 3 above.

It would therefore be appropriate for the Local Committee to instruct officers to investigate the existing situation, consult with residents, develop options and report back to a future meeting of the Committee.

**This question was received from Mr R Khan:**

There is a deplorable situation in Maybury and Sheerwater caused by cars parking on grass verges, greens and blocking streets. The problems are particularly bad on Beaufort Road, Princess Road, Bunyard Drive and parts of Albert Drive. Would Committee please look into the conditions there and come back with a report on how such parking could be controlled and damage alleviated, by more off street parking spaces and other actions?

**Stephen Child, Local Transportation Director responded:**

Mr Khan's question is similar in content to that of Councillor Mrs Evans, therefore it would be appropriate for the Committee to ask officers to investigate and report back to a future meeting in respect of the roads highlighted.

Mr Khan was happy with this response and asked that the footways be looked at as well. Mr Child agreed.

24/04 **Written Members' questions on transportation matters** [Item 6]

**This question was received from Cllr Geoff Marlow:**

It has long been recognised that a pedestrian crossing is needed across Parvis Road in Byfleet so that people living in the village can safely get to the shops in Brooklands. Many people who would like to walk to the shops actually go by car because it is safer to do so. A crossing has been planned as part of the Broadoaks development but this shows no apparent signs of happening. How much longer will we have to wait for Broadoaks before this crossing is installed independently by Surrey County Council? Or could we negotiate with the Broadoaks people to get the job done now at Surrey County Council's expense and receive recompense from Broadoaks when they are ready to proceed?

**Stephen Child Local Transportation Director responded:**

The Developer of the Broadoaks site is required, as part of the planning consent, to complete off-site highway works.

The Developer approached the Local Transportation Service in September/October 2003 seeking to progress the necessary Section 278 Agreement for off-site highway works, with the aim of completing the work by October 2004. However, the Developer did not progress matters following that meeting.

The Local Transportation Service recently visited the Broadoaks site to ascertain from the Developer what is likely to happen with the off-site highway works. A reply is awaited and will be reported orally to the Committee if received.

The off-site highway works made better provision for pedestrians to cross Parvis Road by removing the existing roundabout junctions at Chertsey Road/High Road and Oyster Lane, replacing them with traffic signals that include pedestrian and cycle provision.

Each of these traffic signal junctions would require significant expenditure similar to that of the Committee's intermediate scheme bids. The Committee will be aware that its intermediate scheme bids for 2003/04 and 2004/05 did not receive funding.

Although the proposition is to negotiate with the Developer and for them to recompense the County Council for its expenditure, this is unlikely to be a swift process and opens the County Council to substantial risk to which it is not exposed if the Developer completes their obligations in accordance with the planning consent.

Therefore, I recommend the Section 278 Agreement is the appropriate mechanism for providing pedestrian crossing provision on Parvis Road.

**These questions were received from Cllr Peter Ankers:**

1. When is it anticipated that the resurfacing of the pavement on the portion of Pyrford Road, Pyrford between Boltons Lane and Floyds Lane (the approximate 100 metres from The Bungalow to The Hollies) will be carried out?
2. What are the plans to:
  - 1) Summarise the matters raised at the very useful Ward based forum on transport matters that have been recently held;
  - 2) Outline the action plans (or otherwise) on the topics discussed;
  - 3) Feedback the above to residents, directly and/or through County/Ward Councillors, Residents' Associations, etc.

**Stephen Child, Local Transportation Director responded:**

1. Resurfacing of the carriageway in this section of Pyrford Road has been carried out. There is no scheme for the footway; however it has been discussed with Cllr Ankers and agreed that the section of footway between The Hollies and The Bungalows will be repaired as a maintenance task.
2. a) A summary of the feedback as a result of the Community Forum will be collated. Individual queries will be responded to directly where contact is available.  
b) Local Transportation Service will review feedback and categorise into items for action, further consideration and no action.  
c) Both a) and b) outputs will be circulated to County and Ward Members together with any other group (e.g. Residents Association) that can provide circulation to local residents.

In response to a supplementary question, Mr Child confirmed that the resurfacing would be carried out within 8 weeks, and that the results from the Community Forum would be circulated as soon as work load allows.

**This question was received from Cllr John Kingsbury:**

Last year Hook Heath Road was resurfaced down to the junction with Pond Road/Holly Bank Road. When will the rest of the road, down to the junction with Saunders Lane, be resurfaced as it is showing increased signs of wear.

**Stephen Child, Local Transportation Director responded:**

The only reference to Hook Heath Road is on the "Provision Minor Maintenance Carriageway Surfacing Programme 2004/5". The length referred to is the approach to the junction with Saunders Lane which is proposed for retexturing. I will ask the maintenance team to review this length and if works are required, it will be included in the prioritisation process for 2004/5.

In response to a supplementary question regarding retexturing, Stephen Child confirmed that it was not the same as resurfacing and agreed to look at it further to see what could be done.

**This question was received from Cllr Bryan Cross:**

I would be grateful if the Local Transportation Director could advise me of the progress of his review of parking in Vale Farm Road and whether it could become a 'residents only' parking area. As he is aware, almost every house in Vale Farm Road does not have a garage and residents often find it extremely difficult to park in the road in which they live.

Would the Local Transport Director please advise when the single yellow line outside several houses in Vale Farm will be removed? It was put there as a temporary measure whilst a small development was built some three years ago to help construction traffic enter and leave the site. Since the development was completed residents have asked on a number of occasions for the line to be removed but as yet the single yellow line remains.

**Stephen Child, Local Transportation Director responded:**

There is little scope for providing additional parking bays in Vale Farm Road. Due to the narrowness of the road, bays have been provided on one side only, and the only lengths of single yellow line are placed where there are vehicular accesses or, in one case, where ambulances need to pick up and set down a disabled resident. There may be some scope to reduce the length of double yellow lines at the Vale Farm Road/Oaks Road junction. The greatest demand for on-street parking occurs in the evenings but this is outside the hours of control of the CPZ. Any changes to the CPZ, such as the creation of a 'residents only' zone, would need to be instigated and progressed by Woking Borough Council in the first instance.

In response to a supplementary question, Mr Masson agreed to meet with Cllr Cross on site to look at the yellow lines.

**Executive Functions**

**25/04 Member Update** [Item 7]

Mr Marlow informed the Committee about the Area Consultative Group which is a cross-agency Members group that has been set up to discuss passenger transport issues, including transport to and from hospitals. In addition, work is still ongoing on the school bus service that the County Council is trying to introduce for primary schools.

**26/04 Integrated Transport Report 2004-05** [Item 8]

In accordance with Standing Order 58, Cllr Cross declared a personal interest in relation to this item which refers to verge parking on Goldsworth Road.



Geoff Wallace introduced the report and explained that if all the work programmed in the Committee's Local Transport Plan (LTP) programme for 2003/04 was carried out as suggested there would be a potential overspend of £304,000 against an LTP allocation of £572,000. An extra paper was tabled which set out the comparison of change from the budget allocation (November 2002) to the estimated cost (April 2004) with an explanation to try and clarify the cost change.

In order to deal with this change a number of schemes will be held in abeyance, some will be moved from the Local Transport Plan allocation to the local allocation, and three schemes will be deferred until 2005/06.

Members were very concerned about the figures and found the change from budget allocation to estimated cost to be unacceptable. They did not feel that the paper circulated gave adequate explanation. It was felt that if the actual costs were given, then Members may well have had different priorities.

In response Stephen Child explained that the November 2002 figures were based on tendered prices for April 2002 which was the best information available at the time. Some of the increased cost is due to the fact that more work was needed than was originally thought. The Local Transportation Service has not reported back during the year on individual projects, bringing all the increase in costs together into one report for this meeting. Everything that was programmed in can be delivered into 2005/06.

Members wanted the assurance that this would not happen again and that they would be kept fully informed in future and have confidence in the figures provided. Stephen Child would be happy to come back to Members each time there is a significant change in the planned budget.

## **RESOLVED**

The committee agreed that:

- a) the revised Local Transport Plan programme for 2004/05
- b) approved the Local Allocation programme 2004/05
- c) that a full report be brought to the next meeting of the Local Committee to reassure Members of the figures presented; and that the item should stay on the agenda for each meeting so that the Local Transportation Director can keep Members informed of any changes in budget as the year progresses.

### **27/04 Highway Management Plan 2004-05 [Item 9]**

Stephen Child introduced the report which sought Members' approval to the Annual Highway Management Plan for 1 April 2004 to 31 March 2005.

It was noted that there was a large underspend in minor maintenance schemes, largely due to the fact that more was spent on patching and minor carriageway repairs.

Annex C sets out the proposed works for carriageway surface treatments and Annex D footway improvements. Members were asked to consider these outside the meeting and get back to Mr Child if they have any other priorities.

## **RESOLVED**

The Committee agreed the Annual Highway Management Plan for the Local Transportation Service in Woking for 2004-05. Members were asked to let the Local Transportation Director know outside the meeting if they have different priorities than those listed in Annexes C and D.

### **28/04 Surrey Highway Partnership Contract [Item 10]**

Stephen Child briefly introduced the report which updated Members on the latest situation regarding the Surrey Highways Partnership Contract. This was followed by a presentation from Steve Lee, the Assistant Head of Transportation and Tom West, the Business Manager from Ringway.

Steve Lee explained that the MAMOTH contract is a new way forward for the County Council. It has generally gone well and has required a culture change for staff who are working alongside staff employed by the contractor. The contract means that the County Council does not have to pay for the risks up front, but there are a number of things which have not gone as well as hoped.

These include difficulties with the compatibility of finance data and lack of internal communications. Much of the work undertaken during the first year has been reactive which has resulted in slippage of some of the minor maintenance schemes.

The contract has key performance indicators built into it geared around client satisfaction. If these are not met then the contractor will incur financial penalties. If they do well then the contract will be extended.

Tom West explained that they are proposing some changes in the team structure to help work more closely with the local offices and address some of the problems encountered during the first year.

During 2003/04 £1.8 million pounds was spent on the ground in Woking. Developments for next year include further recycling of materials, community gangs to produce a faster response, increased local workforce and vehicle tracking.

(Mrs Tinney left at 8.45pm)

In response to a question about delays on Lockfield Drive, one of the reasons was due to waiting for specialist signal contractors. There will be no penalties for the contractor for this over run as the first year was considered a bedding in period. The penalties will start from 1 April 2004.

In response to a question regarding progress made on smaller schemes, it was explained that the community gangs will help with this in the coming year. Stephen Child will email Members on how these will operate. It was noted that every month there will be a week of painting road markings.

Regarding the cost of kerb crossings to residents, Steve Lee noted that they were trying to give a fixed reliable cost of installing these.

In response to a question on costings, it was noted that the final invoice for each month would be produced 2.5 weeks after the end of the month. At the end of each week an estimate of the costs of the previous week will be done and sent to local offices on a fortnightly basis.

In response to a question about productivity, an audit team is in place to check that the teams are performing as well as they should be.

The Committee noted the report and thanked Steve Lee and Tom West for their presentation.

29/04 **A3046 Chobham Road Pelican Crossing** [Item 15]

This crossing was first discussed in October 2003. Following further surveys and officers relooking at the scheme, the recommendation on the siting of the crossing to the meeting on 22 October 2003 stands.

Members agreed that if the crossing was not wanted by local people then the funds should be used elsewhere.

**RESOLVED**

The Committee did not agree to construct the pelican crossing, but instead agreed to delete the scheme from the work programme of the Local Transportation Service.

30/04 **Redding Way, Knaphill** [Item 11]

This report sought approval for the installation of two short surfaced footway links on Redding Way.

**RESOLVED**

The Committee agreed that the two footway links as shown in Annexes A-C of the report be constructed.

31/04 **Claremont Avenue/Wych Hill, Kingfield** [Item 12]

This report sought approval for the installation of a pedestrian dropped crossing in Claremont Avenue and a change in vehicle control from 'Give Way' to 'Stop' in Wych Hill Lane.

**RESOLVED**

The Committee agreed:

- a) that a dropped crossing is installed in Claremont Avenue as shown at Annex A Drawing 11722
- b) that the current "Give Way" restriction in Wych Hill Lane is changed to "Stop" subject to Government Office for the South East approval.

**32/04 Turnoak Roundabout, Wych Hill [Item 13]**

This report considered a proposal to widen a traffic island and therefore improve pedestrian safety at Turnoak Roundabout.

**RESOLVED**

The Committee agreed that the alterations to the existing central island as shown in Annex A Drawing 11721 be constructed.

**33/04 Lockfield Drive/Kirkland Avenue, Goldsworth Park [Item 14]**

In accordance with Standing Order 58 Mrs Smith declared a personal interest in this item.

This report considered replacing an existing uncontrolled crossing with a Toucan crossing on Lockfield Drive between its junctions with Kirkland Avenue and Creston Avenue. It was noted that the cost for this scheme would be spread over two financial years.

In response to a question from Mrs Smith, Mr Child confirmed that this crossing would not prejudice a crossing at Amstell Way.

Regarding the reduction in speed from 50mph to 30mph coming round the corner, Mr Patching explained there would be Ripleprint to bring it to the attention of drivers.

In response to a question from Cllr Ankers regarding measuring whether the crossing has achieved what it aims to, Mr Child explained that he has to report back to GOSE on the effect of the scheme, and will also bring this information to the Committee.

**RESOLVED**

The Committee agreed that the proposals shown on drawings no 11724 and 11725 be approved for construction

**34/04 Trinity Road, Knaphill [Item 16]**

This report set out proposals to improve pedestrian facilities in Trinity Road, Knaphill.

A second version of the map in Annex A was circulated which set out an alternative solution developed following a recent meeting with local residents, local Members and the headmaster of the local school. The Headmaster has noted that he requires continuous pathways on each side of the road for the safety of the children.

**RESOLVED**

The Committee agreed that pedestrian facilities should be improved in Trinity Road, Knaphill, but the detail of this should be agreed outside of the meeting in consultation with local Members, and the scheme progressed within the current timescale.

**35/04 Almond Avenue Junction with A320** [Item 17]

This report set out a proposal for an improvement to the junction of Egley Road with Hillside and Almond Avenue, to improve road safety.

**RESOLVED**

The Committee agreed the junction improvement shown on Drawing Number 11720 be approved for construction.

**36/04 Forward Programme** [Item 18]

In response to a request from Cllr Cross regarding a report on the bus service, Stephen Child agreed to see whether all Members would be welcome to attend the Area Consultative Group, where passenger transport would be discussed.

As this was the final meeting of the current Council year, the Committee thanked the Chairman and the Vice-Chairman for all their work over the past year.

Members noted the forward programme.

**37/04 Exclusion of Press and Public** [Item 19]

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 9.50pm]

---

Chairman