



Minutes of the Local Committee for Woking
Transportation Agenda
Meeting held at 7.30pm on 14 July 2004
at
the Council Chamber, Civic Offices, Woking

Members present:

Mr Geoff Marlow – Chairman	
Mrs Val Tinney – Vice Chairman	
Cllr Peter Ankers	Mrs Elizabeth Compton
Cllr Bryan Cross	Cllr Peter Ford
Cllr Philip Goldenberg	Cllr John Kingsbury
Cllr James Palmer	Mr David Rousell
Mrs Diana Smith	

Part One – In Public

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

38/04 Welcome to newly appointed Woking Borough Council Members on the Local Committee - transportation [Item 1]

Mr Marlow welcomed the Woking Borough Council Members to the Committee. Mr Marlow invited Mr Rousell to say a few words as outgoing Chairman. Mr Rousell thanked Christine Holloway for all her work on behalf of the Local Committee and wished her well in her work in Eastleigh. He also thanked the Committee for being so supportive over the past two years. Mr Marlow then thanked Mr Rousell on behalf of the Committee for his time as Chairman.

39/04 Apologies for absence [Item 2]

Sheila Gruselle gave apologies for absence.

40/04 **Minutes of last meeting held on 26 April 2004** [Item 3]

Confirmed as an accurate record and signed by the Chairman.

41/04 **Declarations of interests** [Item 4]

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

42/04 **Petitions** [Item 5]

Petition 1

In accordance with Standing Order 62, the Committee received a petition on traffic along Boundary Road. Mrs Beedham presented the petition which requested that Surrey County Council:

- Put measures in place to reduce the speed of vehicles using Boundary Road
- Divert lorries away from Boundary Road
- Reduce the number of commuters using Boundary Road as a rat run.

She explained that Boundary Road is a residential street with a popular recreation area alongside. 473 names were collected, of these 323 were residents local to Boundary Road. The remaining 150 names were from interested parties, many of whom often bring their children to the recreation area to play. Residents made suggestions for traffic calming. Speed bumps were the most popular choice.

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

It is recognised that Boundary Road is a residential street opposite a recreation area for half its length and a residential street opposite an industrial estate for the other half. Boundary Road cannot be viewed in isolation, as any specific measures will have a knock-on effect on other roads. Two actions are proposed as follows:

- i. The Local Transportation Service will, in the short term, review the signage to determine if more can be done to inform and educate.
- ii. An area study bounded by Maybury Road, Monument Road, Boundary Road and Chertsey Road/Stanley Road will be undertaken to determine what proposals can be brought forward for this area. It is recommended that all residents and businesses be consulted in conjunction with local Members and report brought back to this Committee in April 2005 if the work programme permits.

Mr Child agreed to keep Mrs Beedham updated with progress.

43/04 **Written public questions on transportation matters** [Item 6]

This question was received from Mrs Jean Butler:

Due to anxieties expressed by residents and by the Maybury Estate Neighbourhood Watch about safety at night, auto theft and damage to cars Surrey County Council are requested to provide additional street lighting in Frailey Hill and along the ROW beside the railway line connecting Alpha Road Community Hall with Maybury Hill.

Stephen Child, Local Transportation Director responded:

I have asked my Street Lighting Engineer to review these locations with Cllr Evans. If additional lighting is required for community safety the Local Transportation Service may have funds available, if not it will be referred to the Safer Woking Partnership for consideration.

This question was received from Cllr Elizabeth Evans:

Traffic Pollution in Maybury

Maybury was not designed to take the present levels of through traffic, and producing pedestrian-friendly measures, while being necessary, will not change much unless the pressure of traffic is reduced.

Walton Road, described as a village centre in the Local Plan, takes most of the through traffic to Sheerwater and the commercial traffic to Monument Way East Industrial Estate thus effectively taking away from any sense of village or community.

Boundary Road takes 90% of the commercial traffic to Monument Way West Industrial Estate but has children crossing all the time to the popular Boundary Road park; and both Board School Road and Courtenay Road are used by through traffic to avoid the road humps in Walton Road. The level of traffic pollution is unacceptably high as these narrow roads are highly populated and the streets have large numbers of pedestrians.

The housing stock in Maybury is in the bottom 1% of national housing standards, but there is little incentive to improve your house when lorries for the estates constantly pass your door shaking the foundations. Also, the 2001 Census shows the ward as having almost double the number of permanently sick or disabled residents compared with Woking as a whole, and compared with the rest of Surrey the incidence of death from pneumonia has for years, been 25% higher.

This traffic pollution and rat running must stop. A quarter of the population is under the age of 16 and parents are increasingly worried about it and about safety on the streets.

Surrey County Council is therefore requested to explore as a matter of urgency, in partnership with Woking Borough Council, ways of preventing through traffic

accessing both Sheerwater and the Monument Way East and West Industrial Estates via the narrow streets of Maybury and thereby causing unacceptably high levels of pollution and hazard to residents.

Stephen Child, Local Transportation Director responded:

The Local Transportation Service (LTS) has responded to the petition at this Local Committee meeting, which primarily concerned Boundary Road, indicating that the LTS will undertake a localised area study and report back to this Committee in April 2005. I understand Councillor Evans' comments in relation to pollution and having contacted Woking Borough Council who measure air quality, I can confirm that an Updating and Screening Assessment of local air quality was undertaken in December 2003. It identified that whilst for the majority of pollutants there was no significant risk of these levels being exceeded, the objective for nitrogen dioxide (NO₂) might be exceeded in the Council's area, specifically close to Parvis Road, West Byfleet and Monument Road, Maybury. A further Detailed Assessment (DA) was undertaken in April 2004 which used more sophisticated modelling methods to provide an accurate assessment of the likelihood of the NO₂ objective being exceeded. DEFRA has agreed with the Environmental Health Service's DA findings that there is currently no need to establish AQMAs in Woking because air quality in the Borough is satisfactory. This assessment concludes that the 2005 Air Quality Standard for NO₂ will not be exceeded. I must also highlight that Woking Borough Council control planning both residential and industrial and the infrastructure needs to be in place to service the various functions in an area.

In response to a supplementary question from Mrs Evans, Mr Child explained that the response given to the petitioner equally applied to her question and he had tried to cover additional points in his response.

This question was received from Ric Sharp on behalf of Knaphill Residents Association (KRA):

KRA would ask that:

- a) The LTS re-examine the limited parking bays on Broadway. In the days following the recent changes to parking bays and yellow lines in this area the association are aware of two vehicle collisions. Can these bays be made safer? Wasn't the original plan that some of these bays would be recessed into the extended paving?
- b) The LTS obtain and distribute accident numbers along the spur road between Redding Way and Broadway, and at the junction of the spur road and Broadway - is there evidence that traffic passing illegally through the damaged bus gates has led to increased accident rates?
- c) The LTS confirm when they will publish a report on the transport meeting in Knaphill on 25/11/03 and when might the improvements discussed be implemented, (e.g. improved signage for the free car park at the Vyne and

improved lighting). There is no mention of these improvements in the plan for 2004/5 - will we have to wait for 2005/6?

The LTS explain the postponement of their report on the petition presented by KRA in November 2003, (formally presented to this committee in January 2004), until the October 2004 Local Committee meeting, despite written assurances from Stephen Child in April that a report would be presented to this committee in July 2004 after comprehensive consultation? Can they confirm the dates for this planned consultation?

Stephen Child, Local Transportation Director responded:

- a) The Local Committee received recommendations on 23 July 2003 regarding various waiting restrictions in Englefield Road and Broadway, Knaphill which were accepted. The report followed extensive public consultation including a meeting of the Knaphill Residents' Association which resulted in the original scheme being amended. The bays are considered safe or they would not have been installed. There was never an intention for recessed bays. Accident data recorded on the database indicated that there has been one recordable accident near this location.
- b) The following highlights the two recordable accidents associated with the Spur Road:
 - (i) 3 August 2000 (bollards fully operational) – this involved a vehicle possibly having gone through the bollards avoiding another vehicle on the roundabout and hitting posts.
 - (ii) 22 November 2003 – an ambulance with blue lights on was travelling towards the High Street when a car travelling in the same direction moved over to let the ambulance pass. As the ambulance moved out to pass a vehicle turned left out of the Spur Road into the path of the ambulance. The ambulance hit the left turner and three other vehicles. It is officers' opinion from the data available that the traffic passing illegally through the Spur Road has neither increased nor decreased accident rates, however the risk of an accident has increased. Sightlines when exiting from the Spur Road are not of the best and are just acceptable for the minimum movements and buses that exit.
- c) I must apologise for not having issued the output from the meeting and this has now been sent to KRA together with an update against all the items. Regarding the specific query the upgrading of the street lighting and providing guide signs from the Englefield Road car park to The Vyne, should the original car park be full, were suggestions as part of the consultation described at 1. The street lighting has been upgraded for four months and the direction signs installed for one month.
- d) The Local Committee agreed in October 2003 that the bollards be replaced and the expectation in January was that this would be completed in February/March. In April the bollards were not yet installed however it was anticipated that they would be working shortly and reporting to this July meeting was feasible. Procurement of the bollards has been delayed due to specification changes and problems with the

procurement process. Officers have been informed that works will commence on 19 July 2004 and will take ten days. The bollards have been out of operation for sometime and there is a need for the traffic pattern to be re-established before officers consult and report. Consultation should take place in early September. It must be remembered however that if the bus gate is to be opened to all traffic the operation is controlled by planning consent and an application will be required to vary the conditions. This in turn may lead to objections, appeals and long delays.

This question was received from Mr Norman Johns:

Regarding the Petition presented to the Local Committee for Woking on 28 January 2004 re Road Improvements to Old Woking Road.

I have had correspondence with Mr Humfrey Malins MP for Woking. Attached to his letter of 8 March 2004 was a statement from Steve Child, Local Transportation Director, attached his letter of 3 March 2004.

The final paragraph in the attached script stated that "the existing warning signs indicating to vehicle drivers that pedestrians might be encountered within the carriageway, will be enhanced".

Please indicate:

- a. What existing warning signs are being considered.
- b. What has been done to enhance them.
- c. When will the report on the scheme for a footpath be prepared for the Local Committee.

Stephen Child, Local Transportation Director responded:

- a.& b. Two number 'Pedestrians in Road Ahead signs' with yellow backing boards to enhance visibility to drivers are on order and will be erected shortly.
- c. The Local Committee's forward programme states that a report on the feasibility of a footpath scheme will be prepared and submitted for consideration at the October 2004 meeting.

In response to a supplementary question, Mr Child confirmed that the signs were on order, and the report will be considered at the October 2004 meeting of the Committee.

This question was received from Mr Tony Branagan:

Commuter/LA Fitness Parking in Arthurs Bridge Road and Horsell Moor.
This issue has already been advised to Mr Child. He has advised an officer has been nominated to examine the implications. An additional requirement is that there should be NO parking on Arthurs Bridge Road, left side, between Abbey Road and Horsell Moor.

Stephen Child, Local Transportation Director responded:

Noted but will be investigated as part of the total package with no preconceived solutions.

In response to a supplementary question Mr Child confirmed that work would start on this by 1 September 2004.

This question was received from Mrs Pauline Marshall:

I see the report mentioned for the Local Committee meeting on 14/7/04 Item 20 No. 6 was handed to Sustrans without any further comments. I was told, as was our Councillor, that the part in Knaphill would not be progressed without further local consultation as -

- a) It is not suitable at any time of day 365 days a year.
- b) It routes cyclists up one of the narrowest roads in Knaphill (Queens Road) whereas the consultant had thought Connaught Road, Brookwood was NOT suitable because of narrowness, too many turnings, parked cars and entrances (very puzzled).
- c) It makes giant U-turns which nobody would use for the purposes proposed, therefore a waste of time effort and money.

The Woking Borough Council's consultant had used plans I had submitted covering cycle use in Knaphill and area both for leisure and routes to work, shops etc., and mixed and matched these in a most peculiar way without the consultation WBC had requested he had with myself. As a result we were assured that they would be revised. (Presumably records of this were lost together with all the plans etc. in the storage place fire.) Routes to and from a station need to be direct, reliable, lit and what people do or will use otherwise they will be virtually useless. Cyclists do not go up and down hill unnecessarily.

Therefore can I have the assurance of Surrey County Council and the Local Committee that the Item 20 Annex A, Route CR6, CR6-13 will not be implemented without further discussion with the Cyclists' Group, Knaphill Residents and myself to make sure that the route is safe, meets the requirements of the cyclists both for leisure and routers to work, and stands a chance of being implemented quickly in an area with a fast expanding population with virtually no station car parking surplus to meet the increase, and few buses to Brookwood station.

Stephen Child, Local Transportation Director responded:

The report to Local Committee is for information only and the recommendations contained in the Sustrans Report have been included in their entirety in Annex A. No comments on the recommendations have been made as a full evaluation of them has yet to be undertaken.

As part of this process consultation with user groups, Members and, where appropriate, residents will be undertaken before implementing any of the recommendations for Route CR6.

In response to a supplementary question Mr Child confirmed that the report on the agenda is for information. The Local Transportation Service will be disseminating the data, seeing what the needs are and will then see what should be done.

44/04 **Written Members' questions on transportation matters** [Item 7]

These questions were received from Cllr Peter Ankers:

1. Pyrford Road Pavement Resurfacing

At the last local Transportation Committee in April 2004 I was told, in response to a verbal supplementary question, that the pavement on the portion of Pyrford Road, Pyrford between Boltons Lane and Floyds Lane (the approximate 100 meters from the Bungalow to The Hollies) would be resurfaced within 8 weeks. As of 5 July 2004 this has not been done. When will the work be carried out in accordance with the commitment given?

2. Tree Roots in Pavements

What is the County Council policy vis-à-vis tree roots that substantially disrupt pavements and make it difficult for elderly people to walk safely?

3. Pyrford Primary School Warning Lights

The flashing safety warning lights on either side of Pyrford Church of England Primary School, Coldharbour Road, Pyrford have, since late 2004, worked at times that are inconsistent with the arrival and departure of the school children. When will the timing be corrected?

4. Community Gang Scheduling

1. Do we have statistics for the work done by the Community Gang, who control their workload and measures their achievements?
2. Why, some considerable time after the request was initiated, has the 30mph/40mph sign at the junction of Hacketts Lane and Old Woking Road, Pyrford still lying on the roadside?

5. Salting the Roads

1. What happened to the request some time ago for a saltbox to be installed at the busy junction of Engliff Lane (which relatively steeply inclined and Boltons Lane, Pyrford)?

2. Whilst it is recognised that it is primarily the responsibility of SCC staff to spread salt in the event of cold weather, is there any objection to community minded members of the public doing it in the event of a sudden cold snap?

6. Moonstones, Coldharbour Road, Pyrford

When is action to be taken at Moonstones, Coldharbour Road, Pyrford where the laurel hedge is now 3 feet in front of the telephone connection box at the edge of the public footpath and over a foot in front of the chevron sign indicating a sharp bend?

7. Gully Cleaning

How is the programme for gully cleaning controlled and what action is recommended for gullies that have not been cleaned for three years and are choked with leaves etc?

Stephen Child, Local Transportation Director responded:

1. Pyrford Road Pavement Resurfacing

I can only apologise to Cllr Ankers and local residents as at the last Committee my expectation was as stated. Unfortunately the surfacing works on the footway could not be undertaken by the Community Gang and works were ordered from the Contractor. For some inexplicable reason this was recorded as complete and not progressed. This has now been rectified and work will be complete by 31 July 2004.

2. Tree Roots in Pavements

SCC undertakes a programme of safety inspections on footways at intervals dependent on the category of footway. Trips greater than 20mm are recorded and dealt with as urgent or 24 hour dependent on category. The remedial action would be to create a more even surface still incorporating the tree root. It must be noted that it is the policy of the County Council to maintain existing trees in a safe condition for as long as they may remain healthy unless public safety or significant damage to the highway require their removal. Healthy trees in the wrong locations may have to be felled if, on maturing, their rooting system causes significant structural damage to roads and footways or they obscure sightlines in such a way that tree surgery cannot remedy the situation.

3. Pyrford Primary School Warning Lights

These lights are set by colleagues from County Hall who, it is understood, did attend locally to review them all. This must have been missed and officers will make contact asking them to review.

4. Community Gang Statistics

1. There are no statistics available for the first 8 weeks of the Community Gang, however the data that officers will have includes the following:
 - daily whereabouts
 - daily worksheet
 - record of works requested
 - A&E call out data

It is envisaged that as this system progresses a process for managing the data required will be established, however it must be noted that the aim is for the Community Gang to also act in a proactive manner.

2. The sign at Hacketts Lane/Old Woking Road is now fixed however the query highlighted a gap in LTS procedures. This has now been closed and a system established for clearly ensuring that instructions for the relevant areas are held for the appropriate week.

5. Salting the Roads

1. A review of requirements was undertaken following last winter by the Principal Engineer Highway Maintenance. The particular officer has left Surrey and a new member of staff is due at the end of August. All requests for grit bins will be progressed early autumn prior to winter commencing.
2. The concept of the grit bin is that it is available to the public to spread the appropriate material in specific locations in the event of cold weather.

6. Moonstones, Coldharbour Road, Pyrford

A notice was issued earlier this year and some cutting was undertaken. This has recently been inspected and the length to the west of the entrance in Coldharbour Road is reducing the width of the footway and a further notice will therefore be issued. The notice process involves issuing a letter stating the problem and asking the owner to cut back within 14 days or to an agreed date. Following this the hedge is re-inspected and if no action has been taken a notice under Section 154 of the Highways Act is issued. If no action occurs within a further 14 days the Highway Authority arranges for work to be undertaken and a charge is made accordingly.

7. Gully Cleaning

The gully-cleaning programme is managed by our Constructor using schedules provided by Woking LTS which are area based. Woking is split into areas and all gullies are programmed for a clean every year. There may be several reasons for a continuing problem as below:

- a) the road is not on the schedule
- b) the gully was blocked and not progressed for further action
- c) the gully was blocked and upon investigation the whole drainage system needs attention
- d) the road is private

The action recommended for gullies that have not been cleaned for 3 years is to check out why and organise an appropriate clean as soon as possible by amending the programme.

This question was received from Cllr P Goldenberg:

Please give, in tabular form, the intended dates of implementation for the various traffic calming measures agreed for Brookwood Village and Rural Brookwood.

Stephen Child, Local Transportation Director responded:

A tabular format is not available however the Connaught Road scheme has always been programmed for the summer holidays to minimise disruption around the school. Work is currently programmed to commence on 26 July with priority being given to the works in the vicinity of the primary school.

With regard to Blackhorse Road works will be implemented on a phased programme which has yet to be finalised. Works are funded from separate funding streams which need to be co-ordinated.

In respect of both schemes the project manager has been instructed to keep Councillor Goldenberg updated.

In response to a supplementary Mr Child confirmed that the scheme included Berry Lane, and would be completed by 31 March 2005 if funding is found.

This question was received from Cllr Peter Ford:

Footpath signs for the Horsell Residents' Association Footpath Group have had wording, precise siting and funding agreed with SCC for over a year now. Can the Highways Agency please indicate when they will be put up and this matter expedited? To expect people to leave their cars behind and walk more is unlikely to happen while the ROW's are not clearly signposted.

Stephen Child, Local Transportation Director responded:

This matter is in hand and SCC ROW Officers have requested a meeting with A Saunders to progress this, having stated what standard SCC will actually provide.

This question was received from Cllr Diana Smith:

Community Gang

On the 26 April Mr Child said that new 'Community Gangs' would help with smaller schemes and minor repairs in the coming year, and that details would be emailed to Members.

1. Have the 'Community Gangs' worked to the schedule notified by email to Councillors?
 - a. What proportion of the minor repairs notified by Members or forwarded by Members from WBC Councillors and members of the public have been carried out by the Community Gang?
 - b. How can communication between the Officers organising the work of the Community Gang, Members and other interested people be improved?

Parking in Maybury and Sheerwater

2. When does Mr Child (Director of the Local Transportation Service) anticipate reporting back on the investigation by officers of verge parking and the provision of parking bays in Maybury and Sheerwater offered in response to letters from Cllr Elizabeth Evans and Mr R Khan at the Local Committee meeting on 26 April?

Stephen Child, Local Transportation Director responded:

1. The Community Gang has generally worked to the schedule however they deviate from programme for two reasons. Firstly they respond to A&E calls in the Woking area and secondly they respond to LTS changes to programme. The latter may occur if an A&E or outstanding issue generates an urgent action.
 - a) As many as possible except where the Community Gang cannot undertake such works, for example patching in bituminous material. There may be some elements that have been missed as the process is being developed during this early period and my response to a question from Councillor Ankers also highlights a similar issue.
 - b) The Community Gang is currently co-ordinated by the Senior Engineer however each Highway Steward is responsible for the week in their area and day-to-day operations. The rota published to county Members and WBC (via R Lee) indicates the Highway Steward responsible for the appropriate week. Communication can be by email, telephone or personal visit if required, both before and during the week. At other times any requests made will be considered and if deemed urgent the gang may be diverted to resolve at the earliest opportunity to minimise risk, reduce SCC liability and, above all, maximise safety.

2. The forward programme at Item 21 of this Local Committee indicates that a report will be brought to the January 2005 meeting.

In response to a supplementary question about the Community Gang, Mr Child confirmed that Members should continue to send all requests for work to the Local Transportation Service, who would then feedback who will be dealing with the requests.

Executive Functions

45/04 Presentation by Thames Water/Environment Agency [Item 8]

Mr Child introduced Ian Tomes and Steve Hunter from the Environment Agency, who had come to inform the Committee about their work on flooding, in response to a request from Members at a previous meeting. It was noted that Thames Water had also been invited to give a presentation but they were unable to attend.

Regarding flood defence duties, the Environment Agency is responsible for maintenance of rivers and flood defences, flood defence, regulation, strategic planning and flood warnings and response to flooding. On 1 July 2004 the Environment Agency issued flood zone maps to all planning authorities.

It was noted that studies have been undertaken on the likelihood of flooding and possible alleviation options at Old Woking, Weybridge and Byfleet and Hoe Stream. From the studies, the following viable options are preferred:

- Old Woking – construction of walls and embankments
- Weybridge and Byfleet – construction of walls and/or embankments (with minor drainage works)
- Hoe Stream – improvements to flow conveyance at Elm Bridge and construction of walls and/or embankments.

The Weybridge and Byfleet and Hoe Stream schemes are on the capital programme and will go through a feasibility study which will take 2/3 years to complete. Old Woking is on the capital programme but it is unsure when the feasibility study will begin as it is not a high priority.

In response to a question from Cllr Ford it was noted that the schemes will be developed in consultation with residents and should be acceptable to them. The Environment Agency can use compulsive purchasing powers if necessary.

In response to a question from Mrs Tinney it was noted that the pre-feasibility is just a very broad look at possibilities. The detail has yet to be looked at.

Regarding the Hoe Stream, Steve Hunter agreed to get the project manager to speak to Cllr Palmer regarding timescale.

In response to a comment from Mr Rousell on the issue of flooding being caused by tree roots, blocked drains etc, it was noted that in the process the whole range of partners are brought together to discuss the issues.

The Committee thanked the officers for their presentation.

46/04 Effect of Traffic Calming Measures [Item 11]

Christine Holloway introduced the report, which was requested by Mr Marlow at an informal meeting. It was noted that Mrs Chapman had taken officers from the Local Transportation Service out in her specially converted vehicle. There was difficulty in getting over a number of speed bumps, both on and off public highway and her vehicle grounded whilst executing a three-point turn in Elmbridge Lane, but it was also noted that her vehicle does have low ground clearance. UK legislation does not require a minimum clearance between the underside of a vehicle and the carriageway surface.

In response to a question regarding the maximum height of speed cushions, it was noted that the maximum is 75mm and none of the cushions on the public highway exceed this.

Mr Child confirmed that the design of the scheme in Connaught Road had been checked by national guidelines and will go ahead as planned in the school holidays.

RESOLVED

The Committee:

- a. received the report
- b. agreed that transportation officers will produce a report to the October 2004 meeting which sets out what can be done to ensure that traffic calming measures do not increase inconvenience, pain and social exclusion of disabled people, and to ensure that vertical deflection is not in breach of the Disability Discrimination Act.

47/04 Integrated Transport Programme 2004-05 [Item 9]

In response to a question regarding officers' confidence in estimates given, Mr Child commented that the estimates will be high from now on, and his officers will give some thought on developing a methodology for assessing confidence in figures.

The Committee noted the report and Members were asked to put questions to Mr Child about the detail of individual schemes outside the meeting.

48/04 Bus Boarders Programme for 2004/05 [Item 10]

Ted Stevens introduced the report which outlined the detailed works proposed for 2004/05. He also updated the Committee on the audit held on 30 June 2004.

In response to a question regarding the missing bus stops, it was noted that the Local Transportation Service is awaiting figures from Arriva on demand at individual bus stops. The situation would then be reassessed.

Regarding driver training it was noted that work is ongoing and drivers have been referred for additional driver training.

Mrs Smith had a number of detailed comments regarding the bus stops in Goldsworth Park and Knaphill. She agreed to meet with Ted Stevens to discuss these outside the meeting. Cllr Kingsbury also agreed to join the meeting and asked for the assurance of the Local Transportation Service that the schemes will be discussed with the Knaphill Residents Association and the local councillors.

Mr Child agreed to confirm with Mrs Tinney outside the meeting the precise location of the bus stops in question along the A320/York Road.

The Committee noted the report. Mrs Smith and Cllr Kingsbury agreed to meet with Mr Stevens outside the meeting to discuss the issues surrounding the bus stops in Goldsworth Park and Knaphill. Mr Stevens agreed to keep Cllrs Hinks and Fisher up to date.

49/04 Decriminalised Parking Enforcement [Item 12]

RESOLVED

Members agreed that on request of officers this paper should be withdrawn. It was agreed that it would be further discussed at the Task Group, and that authority be delegated to the Chairman to determine the recommendations that will be reported directly back to the County Council Executive.

50/04 Petersham Parade, High Road, Byfleet – Parking Control [Item 13]

RESOLVED

The Committee agreed:

- a. that a 2 hour limited parking scheme, with no return within 1 hour, be introduced into Petersham Parade, Byfleet, between the hours of 0830 and 1800, Monday to Saturday inclusive, and.
- b. that the scheme be advertised, with authority delegated to the Woking Local Transportation Director, to consider and determine any objections received, in consultation with the Chairman and Divisional Member. (Annex 2 relates to a location plan of the area concerned) and
- c. that the scheme be implemented in July 2005 to coincide with the Decriminalisation of Parking.

51/04 **Quintrell Close, Goldsworth Park** [Item 14]

RESOLVED

The Committee agreed that the proposals shown on Drawing No. 11773 be approved for construction.

52/04 **Monument Road Proposed Cycle Route** [Item 15]

RESOLVED

The Committee agreed that the proposed cycle route shown on Drawing No. 11764 be approved for construction.

53/04 **Church Hill, Horsell – Footway Improvements** [Item 16]

RESOLVED

The Committee agreed that the footway in Church Hill, Horsell between Waldens Park Road and Hillside, Church Hill, as shown at Annex A Drawing 11776, is widened to 1.4 metres throughout its length.

54/04 **Woking Town Centre Access Study - Progress** [Item 17]

In response to this paper, Mrs Tinney proposed that officers should formulate a protocol to delegate to officers the power to make decisions over spends of up to £5,000. This was agreed by the Committee.

RESOLVED

The Committee agreed that improvements to crossing facilities are made at the eastern end of Broadway, in Locke Way and at the Broadway/Stanley Road/Maybury Road junction, as shown on Drawing No. 11780.

Following a proposal put forward by Mrs Tinney it was agreed that a protocol should be devised delegating powers to officers to make decisions on small spends for consideration at the October 2004 meeting.

55/04 **Local Transportation Service Performance Indicators** [Item 18]

Stephen Child explained that the report highlights customers concerns. A more comprehensive report will be put to the Committee in January 2005 which will look at performance across the service.

Members suggested that it may be helpful to have a covering exceptions report to show where the service is off track. It was noted that a report will be presented to the October 2004 Committee updating the Committee on the 2004/05 programme, which will include financial information.

The Committee noted the report.

56/04 Joint Road Safety Strategy [Item 19]

The Committee noted the report.

57/04 Sustrans Woking Station Access Study [Item 20]

Stephen Child introduced the report and explained that it is provided for information. It was produced by Sustrans for Woking Borough Council and the Local Transportation Service will be using the results. Members were asked to give suggestions of alternative routes to Mr Masson outside the meeting.

It was noted that there was no mention of Byfleet and New Haw station as it was just outside the borough boundary.

John Masson agreed to meet Cllr Kingsbury to discuss how particular aspects may work in practice.

The Committee noted the report.

58/04 Forward Programme [Item 21]

Members noted the forward programme, with the addition of the report for October on the effect of traffic calming on disabled people. Due to the County Council election in May 2005, it was agreed to move the date of the April meeting to Wednesday 5 April 2005.

59/04 Exclusion of Press and Public [Item 22]

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 9.30pm]

Chairman