



Minutes of the Local Committee for Woking  
Transportation Agenda  
Meeting held at 7.45pm on 14 October 2004  
at  
the Council Chamber, Civic Offices, Woking

Members present:

Mr Geoff Marlow – Chairman  
Cllr Peter Ankers  
Cllr Bryan Cross  
Cllr Philip Goldenberg  
Cllr James Palmer  
Mrs Diana Smith

Mrs Elizabeth Compton  
Cllr Peter Ford  
Cllr John Kingsbury  
Mr David Rousell

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**Part One – In Public**

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

**60/04 Apologies for absence** [Item 1]

Sheila Gruselle and Val Tinney gave their apologies for absence.

**61/04 Minutes of last meeting held on 14 October 2004** [Item 2]

An amendment was made to minute 44/04 in relation to the response to Councillor Goldenberg's question on traffic calming in Brookwood. 'if funding is found' was removed from the last sentence. The minutes were then agreed and signed.

**62/04 Declarations of interests** [Item 3]

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

63/04 **Petitions** [Item 4]

There were no petitions received.

64/04 **Written public questions on transportation matters** [Item 5]

**This question was received from Mr & Mrs Towlson**

When will action be taken regarding the worsening incidence of speeding along the stretch of Woodham Lane between the mini roundabout close to New Zealand Golf Club and the Six Crossroads?

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

Speed is an issue on many roads locally as drivers do not necessarily comply with the law. The A245 along this length has a 40mph speed limit and the accident record indicates that along the length in question there have been 25 accidents in the 3 years to June 2004. Accident statistics are regularly reviewed by Woking LTS and Surrey Police; however all parties prefer to minimise the risk before an incident occurs. Following your recent contact with Councillor Rousell, he has responded indicating that the Local Transportation Service will undertake the following:

- a. Review of speed limit against the SCC policy
- b. Include this length on the programme for use of VAS
- c. Consider the geometry along this length and the junction with Martyrs Lane in particular.

The speed limit has been reviewed against the current SCC speed management policy and 40mph is the appropriate speed limit along this length. This location will be included in the programme for vehicle activated signs later in the Autumn. There is a future proposal for a cycle lane along Woodham Lane and a review of the operation of Martyrs Lane. In addition to this, the local Accident Working Group which consists of Transportation Service and Police representatives, has been asked to review the whole length. Any accident is one too many and it is imperative that the situation is reviewed and action taken if deemed necessary.

65/04 **Written Members' questions on transportation matters** [Item 6]

**These questions were received from Cllr Philip Goldenberg:**

**1. Brookwood Crossroads**

Given the continuing confusion caused by the "Right First" sequence for traffic from the north and south, will advance warning signs be erected?

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

This issue has been researched and a similar situation occurs on the A25 at Oxted. "Right turn goes first" signs are now on order for installation at Brookwood Crossroads.

**2. "Brookwood Welcomes Careful Drivers" Sign**

When will this sign near the crossroads be repaired?

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

This sign is the responsibility of Woking Borough Council and I understand from Woking Borough Council (WBC) colleagues that a replacement is in hand.

**3. Connaught Road Traffic Calming**

When will this work be completed? Is the Local Transportation Service (LTS) satisfied with Ringway's performance? Have any lessons been learned?

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

Ringway confirm works will be complete by 15 October 2004. The LTS is very disappointed with the programme for this scheme and has invested time in trying to progress the works. Ringway have stated that the problems they encountered were due to additional ducting to illuminated posts and RCS, a nominated sub-contractor, incurred delays in getting apparatus from the manufacturer. I have personally discussed this project with Ringway management as we need to ensure that a repetition does not occur. The lesson learnt is that all schemes should be checked by operational staff prior to starting on site in order to be more confident in the information provided.

In response to a supplementary question, Mr Child agreed to find out why the beacons do not have blinkers, why the ark lights are so bright and why the consultation letter sent out by the contractors did not mention the road closure.

**4. Rural Brookwood Traffic Calming**

When will these works be done?

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

These works will be undertaken in the period January to March 2005.

**These questions were received from Cllr James Palmer:**

1. Is the Local Transportation Manager satisfied with the contractor's performance in (a) spraying and clearing weeds from the highway network and (b) renewing or painting new road markings? If not, what is being done to improve this performance?

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

Woking LTS has been dissatisfied with the Constructor's performance with regard to weed control. This issue was raised and a report provided by the sub-contractor who undertook the work. In some instances there was recognition of poor quality. Two weed sprays have taken place this year against a schedule provided by the LTS. I am still unhappy with what I see on the streets and will be asking the independent body ADAS to review current practice with a view to improving performance. In addition, the recent programme has been referred to the Contract Performance Team as most of the roads had regrowth. Dashwood Close and Saunders Copse were bad and the Constructor has been asked to investigate and report back.

To date Woking LTS has not had a problem with renewing, or new, road markings although there have been specific errors made that were rectified. If Councillor Palmer has specific locations that need further investigation, I would be happy to progress these. It should also be noted that any new application associated with a new wearing course will appear dull and grey fairly quickly as bitumen tracks from the surface onto the road marking.

2. Please can a definite timetable now be given as to when the Speed Reduction Measures in Sutton Green village and Whitmoor Lane will be installed? Could consideration be given to resurfacing the sharp bend on New Lane and Sutton Green Road to reduce noise caused by tyre squealing which disturbs many local residents?

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

It is anticipated that works will commence in late November 2004 with completion by end January 2005. Once the scheme is complete, we will monitor tyre noise at the junction of Sutton Green Road and New Lane and, if necessary, give consideration to resurfacing. This issue has been the subject of discussion and correspondence between a local resident and my Highway Steward.

3. A cycle route between Sutton Green and Woking Station has been constructed following this Committee's approval. Is the Local Transportation Manager aware that the routing near Woking Station (by Heathside Crescent) is being disregarded by cyclists who take short cuts along White Rose Lane (between Heathside Crescent and Oriental Road) riding either on the pavement or the wrong way along a one-way street? Does not this situation pose a risk to the safety of pedestrians, motorists and

cyclists alike? Could a cycle lane (against the traffic flow) be installed on this section of White Rose Lane?

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

Woking LTS is aware of the situation and in its 2005/6 programme will be formulating proposals for this section of the route, which will be brought before the Committee at the earliest opportunity.

4. Has the Local Transportation Service been consulted by South West Trains regarding its proposed changes to the railway timetable serving stations in Woking Borough?

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

Woking LTS has not been consulted, however the County Council's Passenger Transport Group has been consulted and have given a full response to South West Trains.

In response to a supplementary question Stephen Child agreed to circulate the above mentioned response to all members of the committee, and further agreed to invite South West Trains to a future meeting of the Local Committee.

**These questions were received from Cllr Bryan Cross:**

1. Would the Local Transport Director please advise whether his staff have now reviewed the parking of vehicles alongside Aldays in The Broadway (by Woking Station) and what action he intends to take in this respect. Does he agree that the junction is made considerably more dangerous for traffic coming from the High Street, and who wish to proceed along the Broadway, by the lorries and cars parked there?

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

As you will know, presently only the Police can enforce parking violations except where the Borough Council has jurisdiction within the Controlled Parking Zone. The Local Transportation Service maintains an active liaison with the Police over all matters associated with illegal parking within the town centre. I accept that illegal parking at this location does impede the free flow of vehicles traveling from High Street into the Broadway. This area will be reviewed further in conjunction with the introduction of the canopy outside the station and improvements at the bus stands.

In response to a supplementary question, Mr Child agreed to look at double yellow lines in part of the area.

2. Would the Local Transport Director please advise me of the results of his review into the number of vehicles that illegally proceed into the High Street from the

Broadway and what action he attends to take (if any) to ensure that drivers of such vehicles do not proceed into the High Street outside the station?

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

Members will be aware of the redevelopment proposals for Albion Square and the area in front of the station entrance. The design approved by the Planning Authority seeks to address the existing problems caused by vehicles illegally entering the High Street from the Broadway, and provide greater pedestrian priority near the station entrance. My understanding is that work should commence on construction in the Spring 2005.

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

1. What is the status of usage of the speed camera on Pyrford Road ?

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

The camera has not been in "live" mode for some time. However there is a "dummy" camera in the unit which means it flashes at speeding drivers whichever direction they are travelling.

In response to a supplementary question it was noted that a report will be coming to the next committee from the Safety Camera Partnership which will include the criteria for locating cameras. It was noted that this camera will not fit the criteria and it is likely that it will be replaced with a vehicle activated sign.

2. What is the programme of weed control on highway land?

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

Weed control is undertaken twice per annum - May/June and August/September.

The Programme for 2004/05 has been completed but not entirely satisfactory. Inspection of various roads has shown that some were poor and the contractor has been tasked to revisit, but in others, where there is evidence of weed kill, there is also re-growth. The quality of the weed spray may be questioned however it is not helped by the build-up of silt in channels, cracks or pernicious weeds which do not respond to the environmentally friendly weed killer we are allowed to use. Weed killing will never be 100% successful, but if there are any areas of particular concern, we can deal with them – bearing in mind budget/resource limitations.

3. Residents in my ward frequently complain about the state of highway ditches, particularly those along Pyrford Road and Old Woking Road. How frequently in general are highway ditches supposed to be cleaned? In particular when were the ditches on these roads last cleaned and when is the next clean anticipated ?

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

Works are programmed annually on a needs basis, hence a ditch which has been dug out and regraded one year should only need weed/litter clearing the next and these are surveyed to assess requirements. Any particular problems which arise during the course of the year are investigated and the appropriate action ordered. Much work was done on Pyrford Road/Lock Lane ditching in both 2002 and 2003. The systems are working but still require an annual clean-out.

The ditches on Old Woking Road do not generally cause a problem, however there is overgrown vegetation and leaf litter which is to be cleared. Locally ditches will be reviewed as Autumn progresses as we intend to clear the ditch debris after the majority of leaf fall has come down.

In response to a supplementary question, Mr Child agreed to ask a Highway Steward to talk to Cllr Ankers regarding problems at specific locations.

4. At the Pyrford Transport Forum, in February 2004, complaints were made about the state of the surface of Old Woking Road in Pyrford, in particular about the unevenness of some parts of it. Is any action planned to carry out repairs?

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

Pyrford section – Coldharbour Road to Pyrford Common Road: this section is not on the rolling programme, however, there is an uneven section between Hacketts Lane and Pyrford Wood Road where ironwork and surrounding surfaces have sunk in places, giving a poor ride quality. This will be assessed to determine if it is suitable for the rolling programme or local repair.

In response to a supplementary question, Mr Child agreed to add the section of road from Pyrford Woods to Lincoln Drive to the assessment.

**These questions were received from Cllr Diana Smith:**

In the April meeting of this committee, in the context of discussing routes to schools across Lockfield Drive, it was agreed that a pedestrian survey should be carried out to give an indication of the numbers of school children crossing Lockfield Drive at Amstel Way to attend the Winston Churchill School.

I am grateful that this has now been carried out. It has shown approximately 100 children crossing at a variety of points close to the roundabout in the morning, and a greater number crossing in the afternoon. Although there have been no reported accidents, a number of safety concerns have been raised in discussion with parents and with LTS.

Can resources now be allocated to allow proposals for the improvement of this route to school to be drawn up and, if found appropriate, progressed as a scheme?

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

Cllr Mrs Smith is correct, as the survey indicated, that there are a significant number of pupils crossing in the vicinity of the roundabout. Virtually all are teenage and unaccompanied by adults. Statistically, there is not a safety problem as there have been no accidents involving pedestrians (not just children) in the vicinity. Indeed there have been very few collisions at all that have resulted in casualties, despite the volume of traffic that uses this junction.

Safety is a key issue and despite the statistics there is concern about perceived safety and much of this is due to:

- the speed of traffic, particularly when it leaves the roundabout;
- the distances that have to be crossed by pedestrians in one go and in an uncontrolled manner, and;
- the visibility for pedestrians of traffic on the roundabout.

Officers have met with Cllr Mrs Smith to discuss these issues and possible solutions. It might be that they can be best addressed by discussing the issues with the pupils directly, as part of the on-going process of updating the Winston Churchill School's School Travel Plan. The pupils will be able to identify for us the areas that cause them the greatest concern, which we can then focus upon with a view to carrying out improvements. This work will be undertaken over the next few months with a view to Committee giving consideration to using Local Allocation funds for any works required in 2005/06.

**Non-Executive Functions**

**66/04 Public Footpath No 17a, Woking: Proposed Extinguishment [Item 7]**

Debbie Spriggs introduced the report. It was noted that the land is currently unregistered, and if it is agreed to extinguish the footpath, the adjoining properties will probably register an interest in the land. The current footpath has been maintained in the past but soon gets overgrown as it is not well used.

**RESOLVED** – (by six votes to two) -

That the Committee agree that an Order, made under Section 118 of the Highways Act 1980 to extinguish Public Footpath No. 17A Woking, be submitted to the Planning Inspectorate for confirmation.

## **Executive Functions**

### **67/04 Traffic Calming Schemes and their Effect on the Mobility Impaired [Item 12]**

John Masson introduced the report which considered how traffic calming schemes can affect mobility impaired people, and how these affects can be minimised.

In response to questions it was noted that there are many speed humps on private property which do not have to comply with current legislation and the Local Transportation Service has no control over these. It would however be possible to query some of them under the disability Discrimination Act.

It was agreed that that the Local Transportation Service would write to the owners of key private locations with a copy of the national regulations. Members were asked to pass details of particular private locations they were concerned about to John Masson.

Cllr Cross asked the Local Transportation Service to look at specific action in relation to parking in the vicinity of existing speed humps.

#### **RESOLVED**

That the Committee note the report and agree that, in the future, any schemes involving the introduction of speed cushions, parking is prevented in the vicinity of those cushions.

### **68/04 Old Woking Road [Item 8]**

The Chairman reminded the Committee to consider issues raised during the discussion with petitioners during the open session at 6.30pm.

Geoff Wallace introduced the report and showed a number of photographs highlighting the current situation.

Members of the Committee noted that the petitioners felt that the estimated cost of several millions of pounds referred to in recommendation iii) was a large overestimate. It was noted that, even if the cost could be brought down by a considerable amount, it would still be an intermediate scheme which would be unlikely to receive funding. In order to get an accurate estimate, a topographical study would need to be undertaken at a cost of about £10,000. Members requested that officers meet with the petitioners again to see if they can agree a low cost practical solution for Old Woking Road without a topographical study.

#### **RESOLVED**

That the Committee agree:

- (i) that the short term measures described in paragraph 20 of the report be progressed;
- (ii) that, although the County Council seeks to encourage more people to walk and cycle, the County Council is constrained by its financial resources;
- (iii) that, on balance, the provision of a new facility along Old Woking Road between Roundhill and Hockering Road, costing several millions of pounds, is not a viable proposition judged against the County Council's other priorities and Local Transport Plan targets;
- (iv) that officers from the Local Transportation Service should meet with the petitioners in an effort to agree the lowest cost most practical solution for Old Woking Road. The Local Transportation Director will write to the Committee before Christmas 2004 with the results.

**69/04 Local Transport Plan Implementation Programme for Woking 2005/06**  
[Item 9]

Geoff Wallace introduced the report which looked at the Local Transport Plan Implementation Programme bid for 2005/06 which needs to be submitted to the Surrey County Council Executive by 12 November 2004.

Members discussed paragraph 24 (Woodham Lane/Martyrs Lane) and concerns were raised about the right turn from Woodham Lane into Martyrs Lane as well as the right turn out of Martyrs' Lane. Members felt that Martyrs Lane should preferably be made one-way. It was noted that the detail of how the issue will be addressed will be brought back to a future meeting of the Committee for approval.

Regarding paragraph 20 on Prey Heath Road, it was confirmed that it would include flooding issues.

Members discussed the cost of the A320 Route Management Study in paragraph 25. Members referred to previous studies which had been undertaken at high costs but which had recommended schemes which could not be afforded. A strong view was put forward that no more than to £20,000 should be spent on this study in 2005/06 and a separate case made for any further expenditure in future years..

**RESOLVED** – (in the case of the Route Management Study described at paragraph 25 of the report, by 6 six votes to one, Councillor Palmer voting against)

That the Committee agree:

To accept the programme as the basis for a detailed financial bid for 2005/06 subject to paragraph 25 being amended to provide that the Route Management Study will not exceed £20,000 in 05/06 with any further expenditure being reviewed for 2006/07; and  
to delegate authority to the Local Transportation Director, in consultation with the Chairman and Vice Chairman, to determine the final 2005/06 bid.

**70/04 Brookwood Hospital Bus Gate [Item 10]**

The Chairman reminded the Committee to consider issues raised during the discussion with petitioners during the open session at 6.45pm.

Geoff Wallace introduced the report. It was noted in the recent consultation (3,500 questionnaires sent out with a 30% return rate) that 66% of local people who expressed an opinion, wanted the bus gate removed and 33% wanted it to remain. The main reason local people want the gate to go is that it is more convenient for them as it provides a shorter route to the Supermarket. Reasons given for the gate staying included safety issues, speeding, bus priority and original planning issues.

The bollards were installed as a condition on the Brookwood hospital site development and to meet the requirements of the Local Transport Plan.

**RESOLVED**

That the Committee agree that the Brookwood hospital bus gate remains operationally buses only.

**71/04 Bollards at Commercial Way, Woking [Item 11]**

The Chairman reminded the Committee to consider issues raised during the discussion with petitioners during the open session at 7.00pm.

David Durrant presented the report which looked at the review of the pedestrianisation at the eastern end of Commercial Way and the operation of the bollards.

Members agreed that the current solution was not working as, although the area is officially pedestrianised, it still looks like a road. Councillor Goldenberg proposed that the issues surrounding access by emergency services to the eastern end of Commercial Way would be alleviated if a keypad was installed, signage was improved and the Police were asked to enforce no parking in front of the bollards.

Regarding the longer term solution, Councillor Goldenberg proposed that Surrey County Council and Woking Borough Council officers should come up with a joint solution to consider the pedestrianisation of the whole of the town centre. This was seconded by Cllr Cross and supported by all Members.

**RESOLVED**

That the Committee agree:

- (i) that the survey has not identified any immediate need for change to the Traffic Order for the eastern end of Commercial Way and the use of rising bollards to prevent illegal entry and exit;
- (ii) that the experimental exit procedure be made permanent;

- (iii) that a keypad entry system for emergency services be installed;
- (iv) that the signage be improved;
- (v) that consultation is undertaken with the Police about enforcement of the no parking restriction in the "lay-by"; and
- (vi) that a report is brought to a future meeting of the Local Committee following a joint SCC/WBC review regarding the pedestrianisation of the whole town centre.

**72/04 Smarts Heath Road Railway Bridge, Mayford [Item 13]**

In response to a question from Cllr Palmer, David Durrant agreed to send all local residents a letter (approved by Cllr Palmer) explaining that the scheme will be permanent and not a trial and explaining the reasoning behind this.

**RESOLVED**

That the Committee agree the proposal to provide a footway across the railway bridge on Smarts Heath Road.

**73/04 Decriminalised Parking Enforcement [Item 14]**

Kevin Patching introduced the report which updated the Committee on progress being made to introduce Decriminalised Parking Enforcement in Woking. Members agreed that the Task Group needed to do everything possible to convince the Surrey County Council Executive that four parking attendants are needed for Woking.

Regarding recommendation i) c), it was noted that formally authority should be delegated to the Task Group rather than just the Chairman where appropriate.

Regarding recommendation i) d) it was noted that this was no longer needed as Surrey County Council has appointed two Members to sit on the National Parking Adjudication Service Regional Joint Committee.

**RESOLVED**

That the Committee agree:

- i. To support the Member Task Group proposals as set out below:
  - a. that 4 Parking Attendants are funded by Surrey County Council to enforce Decriminalised Parking Enforcement in the Woking Area, subject to the 2 year review;
  - b. that the authorities enter into a new Agency Agreement with respect to Decriminalised Parking Enforcement whilst retaining the existing Controlled Parking Zone Agency Agreement as a separate document, subject to the 2 year review; and
  - c. that authority is delegated to the Local Transportation Director in conjunction with the Chairman of the Member Task Group to advertise,

Draft minutes to be agreed on 19 January 2005

consider objections and to make the Traffic Regulation Orders necessary to implement Decriminalised Parking Enforcement

To approve for public consultation, the draft Woking Parking Management Plan.

Recommendation i) d) was withdrawn.

74/04 **Orders for approval** [Item 15 A, B, C]

Vale Farm Road, Woking – Amendment to one-way working order [Item 15A]

**RESOLVED**

That the Committee agree:

- i. to advertise a Traffic Regulation Order, under the Road Traffic Regulation Act 1984, to make Vale Farm Road two way between its junction with Goldsworth Road and a point 35 metres north of that junction; and
- ii. that authority be delegated to the Local Transportation Director, in consultation with the Chairman and Divisional Member, to consider and determine any objections and to make the order.

Disabled Persons' Parking Bay, Oakfield, Goldsworth Park – Proposed Traffic Regulation Order [Item 15B]

**RESOLVED**

That the Committee agree:

- i. that a Traffic Regulation Order be advertised, under the Road Traffic Regulation Act 1984, to make the disabled persons' parking bay in Oakfield, Goldsworth Park, enforceable, and that, if no objections are received, the order be made; and
- ii. that authority be delegated to the Local Transportation Manager, in consultation with the Chairman and Divisional Member, to consider and determine any objections and to make the order.

Blackhorse Road/Berry Lane/ Heath House Road [Item 15C]

**RESOLVED**

That the Committee agree that the proposals shown on drawings No 11828 and 11829 be approved for consultation and implementation.

75/04 **Report on the Protocol for Small Spends** [Item 16]

**RESOLVED**

That the Committee agree that the protocol be implemented.

76/04 **Forward Programme** [Item 17]

Members noted the forward programme, with the addition of a report for April 2005 on the Boundary Road petition.

77/04 **Items for Information (previously circulated to Members)** [Item 18]

The following items were noted:

Surrey Residents Survey 2003  
Surrey Highways Partnership Progress Review  
Highway Major Maintenance Allocation Process  
2004/05 LTP Works Programme Update

78/04 **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 9.55pm]

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Chairman