



**Minutes of the Local Committee for Woking
Transportation Agenda**
Meeting held at 7.30pm on 6 April 2005
at
the Council Chamber, Civic Offices, Woking

Members present:

Mr Geoff Marlow – Chairman
Mrs Valery Tinney - Vice 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

Part One – In Public

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

18/05 Apologies for absence [Item 1]

Sheila Gruselle gave her apologies for absence.

19/05 Minutes of last meeting held on 19 January 2005 [Item 2]

RESOLVED

That the minutes of the meeting held on 19th January 2005 be confirmed as an accurate record and signed by the Chairman.

20/05 Declarations of interests [Item 3]

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

21/05 **Petitions** [Item 4]

There were no petitions received.

22/05 **Written public questions on transportation matters** [Item 5]

A copy of the questions and answers can be found in annex 1.

23/05 **Written member questions on transportation matters** [Item 6]

A copy of the questions and answers can be found in annex 2.

Executive Functions

24/05 **Alleged Public Bridleway from R/W 144 To Sheets Heath, Woking**
[Item 7]

Daniel Williams introduced the report and explained that an application for a Map Modification Order had been made to add a bridleway from R/W 144 to Sheets Heath. He commented that evidence showed that bridleway rights exist over the route.

RESOLVED

That

A Map Modification Order be made under Sections 53 and 57 of the Wildlife and Countryside Act 1981 to modify the Definitive Map and Statement to include the route shown 'A'-'B'-'C' on drawing no. 3/1/79 H36a. The route shall be known as Public Bridleway 413.

25/05 **Boundary Road Petition update** [Item 8]

David Durrant introduced the report and commented that survey work that had been programmed for December and January could not be undertaken because of major works that were carried out by Transco. Surveys will now take place week commencing 18th April and a report will be brought back to the committee in July.

RESOLVED

That

the report be noted.

26/05 Albion Square Canopy associated traffic orders [Item 9]

Mr Wallace introduced the report and explained that the County Council had conducted a safety audit on the proposals to inform the comments that had been submitted on the planning application. It would not be a proper use of the traffic order process to frustrate the building of a scheme which had obtained planning consent.

Councillors discussed in detail the proposal and raised concerns about the danger to disabled people if the Pelican crossing was to be removed. There was concern that disabled people had not been specifically consulted and councillors had reservations about approving the order. Councillor Ankers wanted clarification about what would replace the crossing.

Mr Spinks, Executive Director of Woking Borough Council, responded that the Borough Council had been through the statutory consultation processes and had approved the planning application for the proposed development.

RESOLVED

That

the following traffic orders be advertised:

- (i) introduction of the raised table as set out at drawing WBCSTN/LCR/Figure2 under Sections 90a to i (inclusive) of the Highways Act 1980, and;
- (ii) the removal of the pelican crossing as identified at drawing WBCSTN/LCR/Figure3 under Section 23 of the Road Traffic regulation Act 1984, and;
- (iii) the amendment to the existing traffic regulation orders on Chertsey Road to allow short-term waiting in the proposed lay-by as set out on Drawing WBCSTN/LCR/Figure4A under Section 1(1) and 2(2) to (3) and 4(2) and Part IV of Schedule 9 of the Road traffic Regulation Act 1984.

27/05 Local Transport Plan Implementation Programme for Woking 2005-06 [Item 10]

Mr Wallace introduced the report and commented that this was essentially the same paper that had been considered by the Committee at their last meeting. At that time, it was not known what level of resources would be available to implement the schemes prioritised. Although the base figure available to the Committee had been reduced, this had been substantially offset by the continuation of a transportation

local allocation. Accordingly, the schemes prioritised by the Committee in January could continue to form the Implementation Programme.

Members sought information about the progress of specific schemes and it was then

RESOLVED

That

the contents of the report be noted.

28/05 Annual Highway Management Plan for the Woking Local Transportation Service for 2005- 06 [Item 11]

Mr Sapsed introduced the report, which reviewed the 2004-2005 Highway Management Plan for the Local Transportation Service in Woking.

Councillor Goldenberg commented that the Highway steward network standards were excellent but the main concern was problems with contractors. Councillors raised points about problems with lighting in a number of areas within the Borough. The Chairman agreed to take their views back to County Hall.

RESOLVED

That

the Annual Highway Management Plan for the Local Transportation Service in Woking for 2005-2006 be approved.

29/05 Decriminalised Parking Enforcement [Item 12]

Mr Patching introduced the report, which updated the committee on the progress being made to introduce Decriminalised Parking Enforcement in Woking. He commented that a report would be considered by Woking Borough Council Executive on the 7th April recommending joint funding for a fourth parking attendant.

Councillor Goldenberg welcomed the report and hoped the problems around the Borough could be addressed from July onwards.

Councillor Kingsbury also welcomed the report and commented it had been a long journey and that a great deal had been achieved. In response to his question about publicity Mr Patching replied that, in addition to temporary signs to each entrance to the Borough warning motorists of change, there would be various press releases in local newspapers and an article in the Woking Borough Council magazine. Before DPE comes into effect, there would be a period where wardens would be issuing warnings on windscreens. A public relations plan had

also been developed with Woking Borough Council that would inform everyone in the borough about the change.

RESOLVED

That

the contents of the report be noted.

30/05 Woodham Lane (A245) junction with Martyrs Lane- Proposed junction improvement [Item 13]

Mr Wallace introduced the report and explained that further consultation needs to be carried out before any proposals are finalised.

Councillor Rousell stated that there were a number of problems at this junction and that the Martyrs Lane waste site attracted significant volumes of traffic to the area. He informed the committee that SITA had approved funding for re-equipping the site with new skips and to carry out a traffic study. As configuration of the site would be much improved, which would result in better access and quicker movement, this in turn should help reduce queuing but might increase usage.

Councillor Goldenberg stated that the whole of the Woodham Lane area, including the Civic Amenity site needed to be looked at holistically as it suffered from excess speeds and rat running traffic.

Councillor Tinney added that there should be consultation with the wider community so that a cross section of people's views were obtained and not just those of people in the local area.

RESOLVED

That

the contents of the report be noted.

31/05 Horsell Improvements [Item 14]

Mr Wallace introduced the report which informed the Committee about proposed highway improvements planned locally in Horsell.

Councillor Rousell commented that the traffic studies that had been carried out suggested that the relocation of County Hall to Woking would be containable but that it would have some impact and that there was understandable concern from local residents.

RESOLVED

That

the contents of the report be noted

32/05 Proposed waiting restrictions, Arthurs Bridge Road and Horsell Moor, Horsell and Hook Heath Avenue, Hook Heath [Item 15]

Councillor Kingsbury pointed out that if waiting restrictions were imposed in Hook Heath Avenue, it would cause problems as currently lots of the houses did not have off street parking and asked if recommendation (ii) could be changed to include Borough Members in any consultations.

RESOLVED

That

- (i) a Traffic Regulation Order under the Road Traffic Regulation Act 1984 be advertised to
 - (a) amend the waiting restrictions in Arthurs Bridge Road and Horsell Moor, as shown on Drawing No. 11905 and
 - (b) introduce waiting restrictions in Hook Heath Avenue, if a problem arises following completion of the development, as shown on Drawing No. 11906 and
- (ii) authority be delegated to the Acting Local Transportation Director, in consultation with the Divisional Member and Borough Members, to consider and determine any objections and to make the order.

33/05 Arthurs Bridge Road junction with Well Lane proposed safety improvement [Item 16]

RESOLVED

That

the kerb build-out shown on Drawing No. 11904 be approved for construction

34/05 Pedestrianisation of Chertsey Road [Item 17]

RESOLVED

That

- (i) a Traffic Regulation Order under the Road Traffic Regulation Act 1984 be advertised to pedestrianise Chertsey Road, between High Street and Duke Street, from 8pm on Friday evenings until 4am on Saturday mornings, and from 8pm on Saturday evenings until 4am on Sunday mornings, and
- (ii) authority be delegated to the Acting Local Transportation Director, in consultation with the Chairman and Divisional

Member, to consider and determine any objections and to make the order.

35/05 C141/1798 St Johns Hill Road Railway Bridge [Item 18]

Councillor Kingsbury expressed concern at the lack of consultation with the public or the Police. He commented that there had been no problems at this location for at least 25 years, that the temporary traffic signal controls that were in place speeded traffic up rather than slowing it down and that traffic flowed better without them in place.

Mr Wallace responded that after the Selby accident, government had required that a survey be carried out and St Johns Hill Railway Bridge was identified as being at high risk for vehicle incursion onto the railway. He acknowledged the concerns raised and said that emergency services had been consulted but agreed that no public consultation had taken place. He requested members to accept the principle of the scheme.

Councillor Kingsbury raised a number of questions and pointed out that the recommendations were premature and that any decision should be deferred until further consultation had taken place. This was seconded by Councillor Goldenberg.

In further discussion, it was established that the effect of deferring consideration of the proposals would be to retain the temporary measures in place for the time being.

RESOLVED

That

The Committee consideration of the proposals shown on drawings 3386/111 and 3386/31 be deferred until the next meeting to allow for full local consultation on the proposals.

36/05 Land adjacent to 51 Horsell Moor [Item 19]

RESOLVED

That

- (i) the public highway land shown on Plan 'A' be declared temporarily surplus to highway requirements,

- (ii) its use as open space be confirmed with no structures built on it, and;
- (iii) authority be delegated to the Acting Local Transportation Director, in consultation with the Head of Estates Strategy, to negotiate and licence the public highway land as open space for use in conjunction with the sale land, both as shown on Plan 'A'.

37/05 Forward Programme [Item 20]

RESOLVED

That

the forward programme as set out in the report be approved subject to the addition of items relating to traffic in West Byfleet, a progress report on street lighting and a report about Local Transport Service Management Systems.

38/05 Exclusion of Press and Public [Item 21]

There was no business that required the public to be excluded from the meeting under Section 100(A) of the Local Government Act 1972.

[The meeting ended at 9.38pm]

Chairman

Annex 1

Local Committee for Woking

6 April 2005

Public questions on transportation matters

This question was received from Susan Beesley:

Recently there have been a number of accidents on Shores Road. As a local resident I have been involved in a near miss in recent weeks as I tried to turn right into Grange Road. We have recently had a fatal accident but most smaller accidents are not reported to the police. Will the Committee consider options to improve safety on this road by:

- Reducing the speed limit
- Putting double white lines down the road
- Putting up 'No Overtaking' signs
- Any other measures

Geoff Wallace, Acting Local Transportation Director responded:

The speed limit for Shores Road will be assessed to determine whether it is currently correct and a survey of vehicle speed and volume undertaken.

Double White Lines indicate it is unsafe to overtake and would not be applied on the straight section of Shores Road. In consultation with Surrey Police consideration will be given to inserting a double white line on the bends leading from Chobham Road towards Grange Road.

No overtaking signs can only be erected in exceptional circumstances; over use decreases the desired effect on driver behaviour. Shores Road does not meet the criteria.

National guidelines would not permit the installation of a fixed speed camera but the Surrey Safety Camera Partnership will be asked to assess, within those guidelines, whether a mobile site could be established on occasions. Signing in the area will be enhanced.

This question was received from Richard Ellis:

As a long term resident (34 years) in Laurel Crescent off Woodham Lane, near the Martyr's Lane Junction, I have seen the inexorable growth of traffic and speed along this road.

I raised the issue of the traffic problems in this area at the February meeting of the local Surrey County Council in Woking, drawing specific attention to the rumoured plans to make Martyr's Lane a "one way road" and broaden it.

I was assured that there were no such plans though I understand separately that there has been a consultation project over the last year or two, on the improvement of traffic flow along the whole length of Woodham Lane to the Sheerwater turning and extending to West Byfleet and on to Weybridge - Seven Hills Road area.

I believe that the recommendations included:-

1. the addition of white lines near to the kerb along this road – as a traffic calming measure
2. a new cycle lane probably using the (little used footpaths) along Woodham lane and possibly back to Madeira Rd
3. the addition of a zebra crossing at the junction of Martyr's Lane and Woodham lane

I understand from local councillors that (more?) traffic counts have been taken along Woodham Lane.

However there appears to be little or no attempt to communicate with local residents on these recent urgent and serious road planning and traffic issues - the exception being the "consultation" on the Weybridge - Six Road roundabout a couple of years ago.

Can we please have some information about –

1. when the above recommendations will be carried out?

2. what is the purpose of the traffic surveys
3. what ideas/plans have been discussed/considered re Martyrs Lane?

In view of the deteriorating traffic flow in this area, the recent inappropriate use of Martyr's Lane by articulated lorries, buses, and heavy vehicles, increase in road speeds, and apparent increasing minor accidents and recent fatalities, it seems that remedial action is well overdue.

Geoff Wallace, Acting Local Transportation Director responded:

1. I believe the previous plans referred to by Mr Ellis are those related to the package of measures accepted by the Committee in principle on 11 September 2002, following the A245/A320 Route Management Study. The package could not be funded as a whole and elements from the study, subject to resources, have gradually progressed into the Committee's long term programme associated with the Local Transport Plan, which now projects up to 2011.
2. The traffic surveys being undertaken are associated with a study of the Martyrs Lane junction with Woodham Lane, to assist in the formulation of proposals at this location.
3. An information report about the Martyrs Lane junction with Woodham Lane is before the Committee item 13 on the Agenda. The report describes various options being considered. Some localised consultation is taking place to help with the development of these options.

This question was received from Pauline Marshall:

Can Surrey County Council please tell me when the overgrown hedge is to be cut back on the west side of Chobham Road (north) Knaphill on the stretch more or less opposite the exit from Lark's Way and extending to about Stillwell Cottage. For most of the way there is a ditch but the hedge now extends over this and the kerb, and is now only kept back by passing traffic. About 1-2 years ago I asked when this previously requested work was to be done and a member of the highways team walked the route with me. He said that they could not trace the owner of the land, hence the delay until then. SCC would have to cut it back and claim the money back from the owner if possible as the hedge was dangerous, particularly for cyclists, and the work must be done. Nothing has been done since and you can't see the sign indicating the change in speed limit until you are right near it. Passing traffic keeps the growth back to some extent but this means cut fallen trees, brambles and foliage sticking out. Will the work be done in the next month?

Geoff Wallace, Acting Local Transportation Director responded:

I can confirm that orders are in place to address both the vegetation and the ditching between The Priory and Warbury Lane. I am given to understand that the registered owners of the land do not normally reside in the UK, and to date I have been unsuccessful in getting any response.

However, although some work has been done at various times to remove dangerously projecting vegetation, I agree that more drastic action is required. To that end, I have arranged a site meeting with our contractor this week to determine the details. It is our intention to saw-cut the larger branches, take out any loose deadwood and then flail to achieve a significant and longer-

lasting cut back. Ditch clearing work will follow, upon completion. The aim is to finish all the work by the end of April.

In response to a supplementary question Graham Sapsed replied that vegetation would be cut back to the highway boundary.

This question was received from Clive Wood:

Under the redevelopment plans for Albion Square in Woking, it has been proposed to remove the pelican crossing (across High Street to the town entrance to Woking Railway Station). Do the Committee feel that WBC and SCC's consultation process is adequate in light of the fact that no groups of or representing disabled people were consulted regarding this proposal. The Committee should also bear in mind the new legislation, which will be introduced in 2006 that will require all public authorities to promote disability equality under the Disability Discrimination Bill.

Geoff Wallace, Acting Local Transportation Director responded:

The reply I shall give is on behalf of Surrey County Council, Woking Borough Council will respond separately to Mr Wood's question. A report connected with the Albion Square Canopy is item 9 on the Agenda before the Committee.

The proposed removal of the pelican crossing at Woking Station is part of a planning application made to and determined by Woking Borough Council the Planning Authority. The County Council is a statutory consultee in the planning process and responds to the Planning Authority. The County Council's Transportation Development Control respond on behalf of the Council after consulting internally with various County groups. The County Council does not have a duty to consult externally before responding about planning applications. However, the County Council in its formal reply to the Planning Authority (Woking Borough Council) included a list of potential interested organisations that the Planning Authority might usefully consider consulting before deciding whether the application should proceed. Legislation and guidance connected with the planning process does periodically change and procedures are altered to reflect those changes. I believe the County council undertakes the appropriate level of consultation commensurate with the statutory duties and that Transportation Development Control fulfils its role in responding to planning applications taken for consideration by the County Council

Douglas Spinks, Executive Director, Woking Borough Council responded:

The position of the Borough Council as both the local planning authority and project initiator is set out below.

At the planning application stage extensive consultations were carried out in accordance with agreed practices and the responses received were detailed in the relevant reports to the Planning Committee. Consultation with the County Council include a Stage 1 Safety Audit and no objection was raised.

Having obtained the necessary consents a Team has been established to progress the implementation of the project. Further consultation will take place as through the advertising of the necessary traffic orders.

With the latest presentations to the North West Surrey Association of Disabled People and The Joint Action Group respectively, the project team has consulted with all of the following groups.

1. Emergency Services
2. Taxis and Private Hire operators
3. Pedestrian Interest Groups
4. Cycle Interest Groups
5. Bus and Train Operators
6. Adjoining Land Owners
7. Affected retailers/commercial premises.

These consultations, which have all been initiated by the Council, are ongoing, and a system of continued liaison will carry on throughout the construction phase of the project. The contractor will be required to provide regular updates and advanced warnings of the various work stages to the public.

The Project Manager has held a further meeting with representatives of NWSADP to discuss their concerns in more detail and in the light of these discussions the scheme is to be amended. The response of all other consultations listed above has been positive.

The Borough Council's consultations have been extensive and any interested parties have had ample opportunity to express their views. The Borough Council is fully aware of its obligations in respect of Equalities including Disability Discrimination.

This question was received from Mr Philip Martin:

With no replacement of the Access Officer and the fragmentation of this posts responsibilities around different departments, is the committee satisfied that disabled people in Woking are properly catered for and consulted.

Mike Howes, Local Director responded:

The Access Officer post referred to in the question was a Borough Council post. To be helpful, I have established the Borough Council's position as follows:

"In addition to statutory and other specific consultation arrangements on planning applications and projects, the Borough Council's management arrangements include representation on the Woking Access Forum, the North West Surrey Association for Disabled People and the Surrey Heath Partnership Board for Physical Disabilities. The Council also has staff responsible for Equality Issues and it is always willing to respond to any specific issues or concerns.

The position in respect of the Borough Council's Access Officer was addressed in a report on Management and Administration Estimates 2005/06 to its Executive at the meeting held on 3 February and agreed by the Council on 17 February 2005. It read as follows:

"Access Officer (Service Head – Dave Ward)

- 4.2 The post of Access Officer has been removed from the establishment. Since the retirement of the last post-holder on medical grounds, the advisory elements of the role have been picked up by staff dealing with Equalities issues within the Council's Policy and Performance team. Essentially, the primary function is to provide sign posting to information about the Disability Discrimination Act (DDA). If and when the need arises to carry out a physical inspection of an area where an engineering perspective is required, then this can be picked up by the Council's Engineer within Environmental Services. Property Services staff are fully conversant with the requirements of the DDA and apply them to all Council owned buildings as appropriate. Advice to external developers is dealt with by the Council's Building Control Team. The key tasks of the former Access Officer post are therefore covered across the Council."

From a County Council perspective, the aspects of access that are of concern to the local committee are primarily to do with transportation and highways. Staff are familiar with the requirements to provide accessible routes both by adaptations to the highway and through the provision of accessible public transport. In particular, the County Council's advice on new development proposals originates in a headquarters Development Control Team, supplemented if necessary by specialist safety audits, and did not rely on the expertise of the local Access Officer.

This question was received from Norman Johns:

What was the basis for allowing the installation of a speed camera by public subscription on the Pyrford Road? Can you please supply the speed data after installation of the camera?

Geoff Wallace, Acting Local Transportation Director responded:

The camera in Pyrford Road was provided following a planning application to develop land along Pyrford Road. It was considered appropriate off-site highway work and formed part of the overall consented development. As such that was the basis for enabling the installation of the camera.

I am not aware that the Local Transportation Service has speed data for Pyrford Road in the vicinity of the camera. Whilst the camera records individuals who contravene the appropriate speed limit, it does not continually monitor and record all movements at that location.

In response to a supplementary question Councillor Ankers pointed out that the speed camera on Pyrford road was put up as part of a section 106 agreement as part of the development of Pyrford Golf Club and not installed by public subscription. The Police did not support its placing on Pyrford road and that is why it was removed. The committee has agreed that interactive signing will go up in its place.

Local Committee for Woking

6 April 2005

Member questions on transportation matters

These questions were received from Cllr James Palmer:

1. Could the Local Transportation Director please confirm whether there are any proposals to install a pavement or footpath along New Lane between Sutton Green Village Hall and the junction with New Lane? If not, could this please be put in the appropriate programme of future works?

Geoff Wallace, Acting Local Transportation Director responded:

There are no plans to construct a footway between the Village Hall and Sutton Green Road. This scheme will be added to the list of proposals for investigation. However, the presence of a ditch alongside the carriageway of New Lane is likely to make any such scheme expensive and therefore unlikely to attract funding for the foreseeable future.

2. Is the Acting Local Transportation Director aware of the concerns about road safety in Saunders Lane, Mayford, as expressed at local neighbourhood watch meetings and during a residents' survey conducted by myself and Councillor Andrew Crisp? Could he please indicate how the LTS intends to address the issues of a. speeding, b. HGVs using the road, c. improving the safety for children crossing the road near the playground by Mayford Village Hall and d. better warning of hazards for motorists using Saunders Lane?

Geoff Wallace, Acting Local Transportation Director responded:

Although I am aware of a general concern expressed by residents of Mayford about the speed of vehicles in the local area and concerns that this impacts on the safety of individuals, I thank Cllr Palmer for making me aware of the particular concern related to Saunders Lane. To ensure the most appropriate solution is progressed to mitigate the effects described, a study would be required to assemble the evidence. Therefore, I will add this item to the work programme and advise Cllr Palmer accordingly when it might take place.

In response to a supplementary question Mr Wallace agreed to set up a meeting with Councillor Palmer, John Masson and local community representatives.

3. When will the speed reduction measures through Sutton Green be finally finished?

Geoff Wallace, Acting Local Transportation Director responded:

Our contractor has now completed the junction alteration at Whitmoor Lane junction the A320 and Blanchards Hill. There remains the completion of signing and resurfacing at Blanchards Hill requiring a road closure. Currently the works are scheduled to finish by the end of June 2005.

In response to a supplementary question Mr Wallace confirmed that all works would be completed in two months time.

These questions were received from Cllr Bryan Cross:

1. Would the local transport manager please advise me of the progress on the removal and replacement of CPZ bays in Bridge Barn Lane?

As his officers are aware there were discussions nearly a year ago about the reinstatement of a CPZ bay taken out in error (top of the slope) and the removal of one that is in a dangerous position by the entrance to Bridge Barn Mews.

Geoff Wallace, Acting Local Transportation Director responded:

Woking Borough Council operates an Agency Agreement for the daily operation of the existing CPZ areas within the local area. The Borough Council handles alterations to lengths and locations of CPZ bays.

Recently Bridge Barn Lane was resurfaced and initially the bays were incorrectly re-laid. A meeting was held between officers of WBC and SCC resulting in changes, which restored the previous configuration and that prescribed by the appropriate traffic order. WBC officers are satisfied that the bays are now correctly marked on the Highway and have no plans to make any alterations.

In response to a supplementary question Mr Durrant replied that officers from Woking Borough Council had rechecked the position of the bays against the plans for CPZ and confirmed that they were correct.

2. Would the local transport manager please let me know:

- a) When the drain cover in Goldsworth Road which has sunk, and is located adjacent to the entrance to Poole Road, will be attended to? As this matter was first brought to his attention at least six months ago can he please advise why it has not been attended to before now?
- b) Would he please advise me of what action is being taken to sort out and stop the road flooding, in the vicinity of 164 Goldsworth Road, every time there is a reasonable amount of rain?

Geoff Wallace, Acting Local Transportation Director responded:

- a) Thank you for reminding us of the sunken drainage covers in Goldsworth Road. My steward is aware of the situation and remedials were ordered; he will endeavour to bring the necessary remedial work forward within the works programme.
 - b) The area will be subject to thorough drainage investigation in the near future. Any necessary remedial works will be determined from this.
3. Would the Local Transport Manager please let me know:
- a) Why the lights in the vicinity of Stepbridge Path have not worked now for more than three months in spite of several promises that they would be fixed. As they were still not working last week can he please let me know when they will be repaired?
 - b) Would he also please let me know whether his officers are satisfied with the standard of work, provided by the Council's contractors, when they recently re-painted the white lines on the edge of the steps to this bridge. Does he agree with me that the white lines are beginning to wear and the work will have to be redone before too long?

Geoff Wallace, Acting Local Transportation Director responded:

- a) The lights in the vicinity of Stepbridge are maintained, but they suffer extensively from vandal damage and require replacement on a regular basis. The hinged lighting columns originally designed to aid replacement of the light units, requires specialized equipment to lower the columns and comply with health and safety regulations. Alternative lighting units are on order which may minimize the need for such regular replacement.

In response to a supplementary question Mr Wallace replied that work had been carried out to replace lights last Friday and by the evening vandals had smashed the lights again. Alternatives are being looked at.

- b) The recent application of spray white lines on the edge of the steps is a temporary measure to refresh the fading markings. A permanent

thermoplastic application is planned for later in the year when the weather is more reliable.

4. Would the local transport manager please advise me whether he and his staff are satisfied with the dreadful surface that has been put down in the last two weeks in a number of roads on Goldsworth Park ,such as Elston Road, Thursby Road etc?

Will he please advise whether his officers are willing to accept the work done or will they be getting the contractors back to lay a better surface?

Will he also please advise why his officers are still willing to contract for such a poor standard of surface dressings on the roads in Goldsworth Park?

Geoff Wallace, Acting Local Transportation Director responded:

I would like to advise that the quality workmanship is currently under investigation and that remedial works may be determined as necessary.

The treatment used, when laid correctly, is a cost effective treatment which improves the surface texture of the road, along with sealing the surface to prevent the ingress of water which will reduce any further deterioration of the surface.

In response to a supplementary question Mr Sapsed commented that he was not satisfied with the quality of workmanship and materials laid down in Goldsworth park and this was under investigation with a view to carry out remedial works.

5. Would the local transport manager please advise why there are once again roadworks in Maybury following so closely on to significant roadworks only a few months ago on the same road?

Geoff Wallace, Acting Local Transportation Director responded:

TRANSCO identified a gas leak near the junction of Monument Road/Eve Road/Walton Road; an emergency repair was required to repair the leak and this could only safely be undertaken using temporary traffic signals, which also affected the Arnold Road/Maybury Road junctions. TRANSCO completed the repair in accordance with their road opening notice and the temporary traffic signals were removed on 1 April 2005.

This question was received from Cllr Philip Goldenberg:

1. What was the outcome of the Members' Feedback Questionnaire, and what action is proposed as a result thereof?

Geoff Wallace, Acting Local Transportation Director responded:

At the last count 5 out of the 12 Councillors had replied to the Local Committee Member feedback questionnaire. The overall results form part of the Local Transportation Services 'Service Plan', all eleven offices undertake a similar review. Generally the results and observations were favourable, although where necessary specific points will be actioned to improve the service provided.

In response to a supplementary question Mr Wallace agreed that there were certain processes re progress chasing that would be looked at.

2. By what percentage have comparable contractual costs increased since Ringway became the County Council's 'partners'? What is happening to the review of Ringway's performance and this Committee's input thereto?

Geoff Wallace, Acting Local Transportation Director responded:

The County Council's Transportation Select Committee Task Group is undertaking a review of the first two years operation of the Surrey Highways Partnership and the Task Group has met on three occasions up to 7 April 05. The Task Group is examining Key Performance Indicators and comparing costs with other highway authorities in the south east and a benchmarking exercise is underway. The results of the two year review, including costs, will be debated at the Transportation Select Committee meeting on 16 June 05. The views and recommendations of the Select Committee will then be considered by the Executive on 5 July 05. The Committee is schedule to receive a report at its July meeting on the performance and development of the Surrey Highways Partnership in its first two years. Members of the Committee agreed in January this year that individual or group representations would be made directly to Nick Brougham, Chairman of the Transportation Select Committee.

3. Woking BC, at my request, has asked the LTS to consult with relevant bus companies (who now prefer not to use bus bays) with a view to moving the present two parking bays at the eastern end of Connaught Road into the bus bay adjacent to West Hill Close, and move the bus stop to their former location. Can I please have a progress report on this?

Geoff Wallace, Acting Local Transportation Director responded:

A site meeting has been arranged for Wednesday 13th April 2005 to discuss this matter. Representatives from LTS, Woking BC Parking Services and

Surrey Police will attend. Councillor Goldenberg will be informed of the outcome of this meeting.

4. Has the LTS undertaken a recent speed survey along St John's Hill Road?

Geoff Wallace, Acting Local Transportation Director responded:

LTS's interactive signs were deployed in St John's Hill Road between 8th November and 13th December 2004. One was placed near to the junction with Firgrove, St John's Village; this recorded 85th percentile speeds of 37/38mph over the 4 week period. The other sign was erected opposite Glen Court and recorded vehicles travelling towards St John's Village. The 85th percentile speed here was 38mph. The signs are due to be deployed in St John's Hill Road again in July 2005.

In response to a supplementary question Mr Wallace responded that active traffic calming schemes were being looked at for various roads within the Borough.

5. Can consideration please be given to double yellow lines at Kiln Bridge, St John's, not least to prevent dangerous evening parking?

Geoff Wallace, Acting Local Transportation Director responded:

Consideration will be given to double yellow lines at Kiln Bridge, St John's to prevent dangerous evening parking.

These questions were received from Cllr Peter Ford:

1. When will Shackleford Road and Rydens Way be resurfaced:

Geoff Wallace, Acting Local Transportation Director responded:

Shackleford Road is currently on our rolling Major Maintenance Programme and will be considered for treatment during 2005/06.

Rydens Way – this road has recently been inspected and it was determined that the most prominent problems were due to minor joint displacement between the underlying road slabs. It is therefore our intention to consider our options with regard to joint treatments in order to improve the ride quality of this road.

2. When will attention be given to the dangerous junction of Shackleford Road with the High Street

Geoff Wallace, Acting Local Transportation Director responded:

An analysis of injury accidents in the last 3 years show four slight injury accidents in the vicinity during 2004. None are attributable to the layout of the junction but resulted from driver and rider inattention. The matter was discussed at the Woking Accident Working Group (Police and Officers from the LTS and County Hall). There being no common cause to the accidents, which occurred in 2004, and none in the previous two years this is currently considered a blip but the group, through accident cluster analysis, will review the matter in future years.

In response to a supplementary question Mr Wallace noted Councillor Ford's point about adding Shackleford road to the future work programme.

3. When will attention be given to the dangerous junction of Gloster Road with the High Street?

Geoff Wallace, Acting Local Transportation Director responded:

Two injury accidents are recorded in the vicinity during the last 3 years. Neither is attributable to the layout of the junction. Councillor Ford has met with officers at the junction to discuss the indiscriminate parking both on the footway and grass verges. A number of options were discussed and it was recognised that a major cause resulted from the recent change of use for a retail premises to Bookmaker and the lack of car park for the public house opposite. Officers will meet with the managers of each premises to discuss their business needs before putting forward proposals to be included in the future work programme.

4. When will attention be given to seeking solutions to the use of grass verges for parking in roads across the Borough?

Geoff Wallace, Acting Local Transportation Director responded:

This subject was discussed at the last meeting of the Local Committee on 19 January under item 12. It was resolved "That the Local Transportation Service receive from Members details of areas within the Borough where verge parking is problematic." Four submissions have been received from members including Councillor Ford. The suggestions for specific locations will be included in the future work programme.

This question was received from Cllr John Kingsbury:

In view of continuing speeding on Hollybank Road, Hook Heath, could consideration be given to building out on a temporary basis up to three "Pinch Points" to see if that would effectively slow traffic down, before contemplating permanent traffic calming measures?

Could the Police also be asked to carry out random speed checks on this road to try and deter excessive speeding?

Geoff Wallace, Acting Local Transportation Director responded:

A temporary scheme of traffic calming measures "Pinch Points" could be considered to evaluate their effectiveness in Hollybank Road, Hook Heath. A source of funding is required and assessments against priorities in the work programme will be evaluated. I will advise Councillor Kingsbury of the likely forward programme for such a trial. Local consultation will also form part of that overall programme before a trial commences.

Hollybank Road, Hook Heath will receive the attention of both the Local Transportation Service and the Police in partnership to deter and enforce the speed limit along this road.