



Minutes of the Local Committee (Woking)  
Transportation Agenda  
Meeting held at 7.00pm on 1 February 2006  
at  
the Council Chamber, Civic Offices, Woking

Members present:

Mrs Val Tinney - Chairman	
Mrs Elizabeth Compton – Vice Chairman	
Mr Andrew Crisp	Cllr Peter Ankers
Mr John Doran	Cllr Bryan Cross
Mrs Diana Smith	Cllr Peter Ford
Mr Geoff Marlow	Cllr Neville Hinks
Mr Shamas Tabrez	Cllr Philip Goldenberg
	Cllr John Kingsbury

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**Part One – In Public**

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

**01/06 Apologies for absence [Item 1]**

Catherine Fisher gave her apologies for absence.

**02/06 Minutes of last meeting held on 20 October 2005 [Item 2]**

Agreed and signed.

**03/06 Declarations of interests [Item 3]**

There were no declarations of interest.

**04/06 Petitions [Item 4]**

There were two petitions received.

**Petition 1**

In accordance with Standing Order 64, the Committee received a petition to reduce traffic speeds and traffic volume on Shackleford Road and Gloster Road. Mr Harris presented the petition which contained 127 signatures. The petitioners asked the County Council to initiate action to reduce speed and improve the condition of Shackleford Road and Gloster Road. The local roads are becoming rat runs and there are many young people playing in Gloster Road and students walking along Shackleford Road. Part of the problem is caused by students driving to the college and this issue has been raised directly with the college. Residents do not want to wait for a serious injury or death before action is taken. As well as traffic calming residents would like the road to be resurfaced to reduce the effects of vibration felt in local properties.

The Chairman suspended standing orders to enable Committee members to seek clarification on issues raised in the petition.

In response to Cllr Ford it was confirmed that residents feel that their daily lives are being affected by the issues and are keen to see speed humps or tables as well as width restrictions.

In response to Cllr Ankers it was noted that residents think that if the road was to be resurfaced it would be a good time to do the speed humps.

In response to Cllr Cross it was noted that these roads are used as a cut through to the Kingfield shops.

In response to Cllr Goldenberg regarding reducing the speed limit, Mr Harris felt that this would not be effective as people would ignore it as they do currently.

Mrs Tinney thanked the petitioner for his presentation. The Chairman used her discretion to respond to the petition at the meeting. The Senior Local Transportation Manager gave the following response.

"Shackleford Road and Gloster Road form part of a large area of housing in Old Woking which is self-contained – the only accesses onto the main road network from the estate are Shackleford Road, Gloster Road and Elmbridge Lane. Therefore traffic entering or leaving the estate has no choice but to use one of these roads. The same holds good for heavy goods vehicles; introducing a lorry ban would therefore effectively deny access to the estate, and is therefore not practicable.

Although there are individual recorded vehicle speeds in both Shackleford Road and Gloster Road which are well above 30mph, the average speeds in both roads are well below 30mph – about 25mph in the case of Gloster Road and in the low 20's for Shackleford Road.

The personal injury accident record for the last three years shows that there has been one accident in each road, though neither was attributable to speeding.

The condition of the carriageway surface is mentioned elsewhere on the agenda in a written response to Cllr Peter Ford. The roads are generally structurally sound with some localised cracking and settlement where the concrete sections of the carriageway abut each other, and there are no current plans for major resurfacing works. "PLEASE KILL YOUR SPEED" signs have been erected in both roads, following representations from the residents.

Item 8, elsewhere on the agenda, mentions an investigation of traffic conditions in the Old Woking area (p3 of Annex C, scheme no. 50), which includes an investigation of a traffic calming scheme for both Shackleford Road and Gloster Road. This list of schemes will continue to be reviewed by the Member sub-group, which will meet again in June 2006. It is difficult at this stage to give a timescale within which this investigation will be carried out. It should be noted that a traffic-calming scheme by means of chicanes may significantly reduce the amount of on-street parking available.

Any residential development on Rydens Way would be subject to planning approval from Woking Borough Council who would consult Surrey County Council as the highway authority. Currently, no planning application has been received."

The Committee asked officers to see what could be done to address the problems.

## **Petition 2**

In accordance with Standing Order 64, the Committee received a petition to provide pedestrian crossings at Oyster Lane roundabout and along Parvis Road, Byfleet. Mrs Mitchell presented the petition signed by 502 people.

Mrs Mitchell explained that there is genuine concern amongst local residents regarding their safety when crossing at these locations along Parvis Road. Parvis Road bisects Byfleet village and residents have to cross the road to reach local amenities.

Petitioners asked whether the foliage and greenery on the roundabout could be removed to help sightlines of those crossing the road. They would also like some signage to warn motorists that there may be pedestrians crossing.

Mrs Tinney thanked the petitioner for her presentation. The Chairman used her discretion to respond to the petition at the meeting. The Senior Local Transportation Manager gave the following response.

"The A245 Parvis Road carries a great deal of traffic and severs the community of Byfleet. There is a general lack of pedestrian crossing

facilities; there is a zebra crossing at the Chertsey Road junction, and a pelican crossing at the Green Lane junction, but these facilities are over 800 metres apart. There is a set of dropped kerbs between Oyster Lane and Sopwith Drive, but this section of Parvis Road is dual carriageway, with two lanes in each direction, and is difficult to cross.

In order to help reduce vehicle speeds and make it easier for pedestrians to cross the road, Woking LTS introduced some temporary kerbing in the vicinity of the Oyster Lane roundabout in the autumn of 2005. This has generally been welcomed by residents, but there is no formal pedestrian crossing in the vicinity.

The provision of a pedestrian crossing is already included in the Northwest Transportation Team's list of potential schemes, and appears elsewhere on the agenda. (Item 8, p3 of Annex C, scheme No. 66). Further investigation will be necessary before determining the form of crossing and its location, but an initial assessment has indicated that a crossing at location A would need to be moved away from the roundabout for safety reasons. Providing a crossing at location B may require some alteration to the kerbing.

The list of schemes will continue to be reviewed by the member sub-group, which will meet again in June 2006. It is difficult at this stage to give a timescale within which this scheme might be constructed.

It should be noted that, as part of the package of highway improvements for the Broadoaks development (See Item 11 elsewhere on this agenda), the junction of Parvis Road and Oyster Lane will be converted to a traffic signal junction, with pedestrian and cycle crossing facilities. However, this improvement will not take place until the final phase of the development, and is therefore likely to be some way off. The need remains in the short term for an improvement in pedestrian crossing facilities on Parvis Road."

The Chairman suspended standing orders to enable the Committee to seek clarification of issues raised in the petition. Item 11c on the agenda was an information item on Broadoaks development in West Byfleet. With the agreement of the Committee, Item 11c was brought forward to be discussed in conjunction with the petition.

Mr Marlow noted his support for the petition. Greg Devine, Development Control Officer for Surrey County Council explained that Broadoaks was granted development some years ago. They have just started building which will trigger part of the highways work. However the crossing in question is unlikely to be constructed until the final phase of the development.

The Committee noted that the pedestrian crossing is already on the list of potential schemes for consideration. In the meantime officers will look at reducing the foliage and increasing signage in the area.

**05/06 Written public questions on transportation matters [Item 5]**

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

In relation to question 1, Cllr Ford asked a supplementary question on behalf of Cllr Evans asking whether it should be Surrey County Council practice to consult more widely with residents. Gerald Cole, Area Maintenance Manager said that he would be happy to speak to local Members, but not go wider than this.

**06/06 Written member questions on transportation matters [Item 6]**

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

In response to a supplementary question from Cllr Ankers regarding lighting in West Byfleet underpass, Gerald Cole agreed to discuss it further outside of the meeting. Cllr Ankers sought clarification on the part of Old Woking Road most in need of repair. Peter Alexander agreed to discuss it further outside the meeting.

In response to a supplementary question from Cllr Ford regarding questions 4 and 5 asking why these schemes are no longer on the list, Gerald Cole agreed to send an explanatory note to Members on how the prioritisation works.

In response to a supplementary question from Cllr Goldenberg regarding question 6, the Committee agreed that officers should make their views known.

In response to a supplementary question from Cllr Kingsbury regarding question 7 and contacting Humphrey Malins in relation to the energy supplier he asked Gerald Cole to make sure that Woking was separated out from other areas.

In relation to question 12 it was noted that all the lights along this footpath are now working.

In a supplementary question on question 13, Cllr Cross asked whether the deep pot holes could be filled temporarily.

In response to a supplementary question from Mrs Smith regarding what could be done to persuade Thames Water to adopt the drain, Greg Devine explained that Surrey County Council was applying pressure, but residents could check out what was said in relation to timing in their contracts with the developer. In response to a further supplementary from Mrs Smith regarding delay from the contractor, Peter Alexander explained that work carried out by the contractor is prioritised across the west of the County and he would speak further with Mrs Smith outside of the meeting.

## **Executive Functions**

### **07/06 Footpath No 37 (Woking) Public Paths Diversion Order 2005 [Item 7]**

Sue Briant introduced the report and explained that the County Council has received one objection to the diversion order.

#### **RESOLVED**

The Committee agreed that the Surrey County Council Footpath No. 37 (Woking) Public Path Diversion Order 2005 be sent to the Secretary of State for Environment, Food and Rural Affairs for confirmation.

### **08/06 Local Transport Plan Programme for 2006/07 [Item 8]**

Peter Alexander introduced the report which outlined the process used to develop the Local Transport Plan programme for Woking for 2006/07 to 2010/11.

In response to a comment regarding funding of future schemes, Peter Alexander stated that the Local Transportation Service has indicative funding for five years and aim to use development control to seek further opportunities for extra funding.

It was noted that the methodology for prioritising schemes is in its early stages and by summer 2006 the methodology will have been tested and the effects seen.

The Local Transportation Service is working towards a single list of Waiting Restrictions Orders to put in annually to get value for money.

In response to a request from Mrs Smith it was agreed that Members of the Committee could input to the sub-group meeting or attend on specific items relevant to their area. This also addressed Mr Doran's concern regarding lack of representation on the sub group from north Woking.

Mr Doran asked why the Chobham Road crossing had been removed from the list of schemes. It was noted that this had been considered by the Committee twice and Members agreed that it should not be built. Officers agreed to talk to Mr Doran outside of the meeting regarding the background to the decision.

In response to a request from Cllr Hinks, officers agreed to speak to the bus companies about the specification for bus boarders as the ones being used appear to be too shallow for purpose.

It was noted that capital can be carried forward to the next financial year for schemes that do not finish in time for the end of this financial year.

**RESOLVED**

The Committee:

- (i) Agreed in principle the funding of schemes during 2006/07 as set out in Annex D and noted that firm recommendations on the level of funding to be assigned will be brought to this Committee early in that financial year.
- (ii) Noted that officers will, in consultation with the member sub-group, continue to review the total schemes list (Annex C) and the Local Transport Plan Implementation Programme for 2006/07 to 2010/11.

**09/06 Review of Controlled Parking Zone in Horsell [Item 9]**

Kevin Patching introduced the report which considered proposals to introduce waiting restrictions in Arthurs Bridge Road and Abbey Road. It was noted that local residents felt that the proposals should go ahead even though Brewery Road car park will no longer be closed.

**RESOLVED**

The Committee agreed:

- (i) to advertise a Traffic Regulation Order under the Road Traffic Act 1984 to implement the double and single yellow lines as shown on drawing No. 12106, 12107, 12108 and 12109, or as amended with the agreement of the Divisional and Ward Members, following their consultation with residents, and
- (ii) that authority be delegated to the Senior Local Transportation Manager, in consultation with the Chairman and Divisional Member to consider and determine any objections and to make the Order.

**10/06 Waiting Restrictions Broadway, Knaphill [Item 10]**

A revised drawing 12091 revision B was circulated to replace revision A correcting the no waiting times to 9.00am to 6.00pm Monday to Saturday.

Committee members were concerned that the proposal put forward may not represent the views of the wider community. Officers noted that the report reflects the views of the 279 petitioners from the Knaphill Residents Association and the subsequent public meeting held.

Cllr Kingsbury proposed the following amendment to the recommendation:

- (i) To ask the bus companies to divert some of their buses down the High Street instead of the Broadway

- (ii) To carry out a wide consultation with Knaphill residents on options for changes to the waiting restrictions in Broadway, Knaphill and report back to Committee.

This was seconded by Cllr Hinks.

Officers noted that a wider consultation could be undertaken by post but this would delay the orders.

### **RESOLVED**

The Committee agreed by a vote of nine members:

- (i) To ask the bus companies to divert some of their buses down the High Street instead of the Broadway
- (ii) To carry out a wide consultation with Knaphill residents on options for changes to the waiting restrictions in Broadway, Knaphill and report back to Committee.

Mr Crisp left the meeting at 8.55pm.

#### **11/06 On Street Parking Charges Review [Item 10a]**

Mr Marlow raised a concern regarding the need to carry a large number of different coins to be able to park in the Borough.

### **RESOLVED**

The Committee agreed;

- (i) to advertise a Traffic Regulation Order under the Road Traffic Act 1984 to implement the increase in on street parking charges as detailed in Annex A to the report, and;
- (ii) that authority be delegated to the Senior Local Transportation Manager, in consultation with the Chairman to consider and determine any objections and to make the Order.

#### **12/06 Items for Information [Item 11]**

##### **(a) North West Local Transportation Service Transitional Arrangements**

It was noted that until the Local Transportation Service move to Quadrant Court Peter Alexander should be the main point of contact. It was agreed to issue all members will a clear list of contacts for specific areas of work just before the move in March.

The Committee requested a report at the next meeting on the impacts of the Business Delivery Review on the Local Transportation Service. Officers agreed to check with the BDR Team whether this was possible given the timescales that the final report would not be going to the Executive until after the next Local Committee meeting.



The Committee noted the report.

**(b) Update on County Hall**

The following update was tabled:

On Tuesday 17 January 2006 Surrey County Council's Executive took the decision not to proceed with its contract with Equion. This means it will not be pursuing plans to build a new headquarters at Brewery Road in Woking.

Financial factors led the Executive to make its decision. The poor financial settlement from Government, which is being addressed through the Council's extensive review to cut costs and improve services, and the increase in construction costs are key issues.

**(c) Broadoaks , Parvis Road, West Byfleet - Highway Package Details**

This item was part discussed under Item 4.

The Committee noted the update and asked officers to encourage the developer to follow through with his side of the agreement and failing that to refer him to the Woking Borough Council for planning enforcement action.

**13/06 Forward Programme [Item 12]**

**RESOLVED**

Agreed as in report. Officers were asked to bring to the next meeting a report on the impacts of the proposed Business Delivery Review cuts on maintenance for highways and for buses if the information is available.

**14/06 Exclusion of the Press and Public [Item 13]**

**RESOLVED**

It was agreed that under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information under paragraphs 8 and 9 of Part 1 of Schedule 12A of the Act.

**15/06 Comparative cost of Transportation Service Delivery through Contractors 2002/03 to 2005/06 [Item 14]**

**RESOLVED**

The Committee noted the report.

**16/06 Publicity for Part 2 Item [Item 16]**

**RESOLVED**

The Committee agreed that this item should not be made available to the press or public.

[The meeting ended at 9.35pm]

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**Chairman**

## **Annex1**

### **Public questions on transportation matters**

#### **LOCAL COMMITTEE FOR WOKING**

### **Public questions on transportation matters**

#### **These questions were received from Cllrs Barry Pope and Elizabeth Evans:**

##### **QUESTION 1**

Would the Woking LTS not agree that there should be a requirement to consult neighbours and Ward Councillors when putting in double access drives on unclassified roads?

Two have recently been constructed in Sheerwater and both have reduced the amenity of the green verges unnecessarily. In the case of 41 Albert Drive, SCC was asked to provide a single width but in fact laid a double width when the needs of the disabled driver could have been adequately met with a single width. The remaining grass verge on either side now look odd and inappropriate and a neighbour is not at all pleased.

Where a single drive accesses a double parking area within the owner's property, it is suggested that a minimal 'curving out' to either side could facilitate access and the green verges thereby be preserved as much as possible.

##### **Gerald Cole, Area Maintenance Manager, responded:**

It is not Surrey County Council practice to consult members or neighbours on vehicle crossing applications where they do not require planning permission.

It is accepted that the loss of amenity grass verges should be minimised wherever possible. This would normally be the case as the applicant has to pay the full cost of any works carried out.

##### **QUESTION 2**

Would the Woking LTS agree that wooden posts placed on grass verges should be of standard agreed proportions and sunk to a standard agreed depth?

This would prevent what is fast becoming an unattractively motley assortment of posts, many of which are leaning over.

##### **Gerald Cole, Area Maintenance Manager, responded:**

Wooden posts are normally erected to a standard height, and are concreted into the ground to minimise the risk of deliberate removal or accidental

damage. Inevitably, posts are sometimes hit by vehicles and knocked out of alignment. When this happens and is reported, remedial works are programmed for action.

Cllr Mrs Evans may have seen a set of posts which have been erected unofficially by a resident. The Highway Stewards will take appropriate action to deal with objects placed in the highway without permission, as soon as they become aware of the problem.

It is accepted that there should be some consistency in the type and quality of verge protection measures used in Woking and the North West Surrey Area. This will be reviewed when the new Area Office is fully operational.

## **Annex 2**

### **LOCAL COMMITTEE FOR WOKING**

#### **Member questions on transportation matters**

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

##### **QUESTION 1**

Residents of Pyrford, West Byfleet and Woodham are concerned about the quality of the lighting of the railway underpass at West Byfleet station because of failed bulbs and also following the bricking up by South West Trains of three of the skylights in the underpass.

I understand that this lighting is the responsibility of Surrey County Council. If this is the case could I be advised when

- (i) the 6 faulty bulbs, each of which has been reported to SCC since the first bulb failed around September 2004, will be replaced;
- (ii) what action will be taken to replace broken or defaced covers on some lighting units;
- (iii) could some of the units have two fluorescent tubes rather than just one.

**Gerald Cole, Area Maintenance Manager, responded:**

- (i) The defective tubes should be replaced within next 2 weeks. An instruction has been issued the contractors. However, the electricity supply cannot be isolated which has presented difficulties in the past.
- (ii) The existing lanterns are old so it is unlikely replacement lenses are available. New modern fittings should be provided through the PFI contract.
- (iii) Additional fluorescent tubes with the associated electrical gear cannot be accommodated within the existing units.

##### **QUESTION 2.**

Some years ago a 'quiet' road surface was laid on the Old Woking Road, Pyrford, as far south as the junction with Pyrford Common Road. In view of the increase of traffic and the significant extra housing built last year on the west side of Old Woking Road between the Norfolk Farm Road/Pyrford Common Road junction and the junction with East Hill are there plans to extend the quiet surface on Old Woking Road further south from Pyrford Common Road?

**Peter Alexander, Senior Local Transportation Manager, responded:**

There are no current plans to extend the quiet surfacing. However, included in the provisional 2006/7 maintenance programme is a proposal to surface dress Old Woking Road between East Hill and Maybury Hill and between Sheerwater Road and Lincoln Drive.

## **These questions were received from Cllr Peter Ford:**

### **QUESTION 3.**

When will white lines be provided for the link roads on Rydens Way?

#### **Peter Alexander, Senior Local Transportation Manager, responded:**

The white lines will be provided within the next 28 days.

### **QUESTIONS 4 & 5**

4. When will Gloster Road be resurfaced?

5. When will Shackleford Road be resurfaced?

#### **Peter Alexander, Senior Local Transportation Manager, responded:**

(4 &5) Because a number of other resurfacing schemes have a higher priority, these roads are unlikely to be resurfaced during the 2006/7 financial year. The carriageway is generally structurally sound. However, we will inspect both roads and carry out minor localised repairs as necessary.

## **This question was received from Cllr Phillip Goldenberg:**

### **QUESTION 6**

In the light of the proposed HGV ban along Cemetery Pales Pirbright, which will inevitably result in additional lorry traffic through Pirbright Rail Arch (already a known danger for pedestrians) and along Connaught Road (recently traffic-calmed), will the Officers please convey to the Guildford Local Committee this Committee's firm opposition to this proposal?

#### **Peter Alexander, Senior Local Transportation Manager, responded:**

Officers share Councillor Goldenberg's concerns about the consequences of a 7.5 tonne HGV ban on Cemetery Pales. Such a ban is likely to result in an increase in HGV movements under Pirbright Arch and along Connaught Road, which is predominantly residential.

As part of the legal process, this proposal would need to be formally advertised. Should the scheme progress to that stage, the Committee would have the opportunity of lodging a formal objection at that time.

Meanwhile, Officers will, if the Committee so wishes, make their views known informally, as this may have the effect of discouraging the commencement of formal processes.

**These questions were received from Cllr John Kingsbury:**

**QUESTION 7**

Following an earlier completion date not having been met, can a firm date for completion now be given of the following highway works in the High Street and Broadway Knaphill, which are required in relation to Woking Council's installation of CCTV in the Village?

"To provide two additional lighting columns with commando sockets and provide similar sockets on three existing lighting columns, all connected to electrical supplies"

**Gerald Cole, Area Maintenance Manager, responded:**

It is regrettable that the new CCTV system in Knaphill is not yet operational, despite efforts to meet proposed targets. Surrey County Council is continuing to expedite the remaining works necessary for setting up the cameras. All the mountings are now fitted, except for one column which is about to be moved by approximately one metre, to avoid a small potential blind spot at the corner of Englefield Road. That done, completion is dependant on the connection of power supplies to the two new columns by the Utility Company.

**QUESTION 8**

Arising from the recent meeting with residents of Highclere Gardens, Knaphill when they outlined their major parking difficulties, can an update be given over progress in addressing the problem, with options for discussion with residents, which, if agreeable and subject to funding, could be introduced?

**Peter Alexander, Senior Local Transportation Manager, responded:**

The residents of Highclere Gardens first raised the issue of insufficient car parking space within the road during 2003. A survey of residents did not achieve a consensus for action.

At a recent meeting of Knaphill Residents' Association a request was made that the matter be re-examined and a meeting held with Councillors Smith, Kingsbury and residents of Highclere Gardens. Plans have been produced for two schemes to provide additional parking spaces. A further meeting of residents is to be arranged when the plans will be presented for discussion.

The Committee will note that Item 8 explains a ranking system for potential schemes using Local Transport Plan objectives. The parking bays in Highclere Gardens, rank 52 out of 65 schemes on the list.

**QUESTION 9**

Following complaints by residents of Hook Heath Road over excessive speeding on the two straight sections of the road, can arrangements be made for speed checks to be carried out as soon as possible and if excessive speeding is confirmed, the Police be requested to carry out radar enforcement procedures?

**Peter Alexander, Senior Local Transportation Manager, responded:**

We intend to erect our interactive signs in the straight sections of Hook Heath Road as soon as possible, provided that suitable mounting points can be found for the signs. Most of the lighting columns in Hook Heath Road are concrete, and are not suitable for mounting the signs on.

If suitable sites cannot be found, we will arrange for automatic traffic counters (using rubber tubes across the road) to be deployed instead.

Whichever means is used to gather the data, the results of the surveys will be analysed, and if a speeding problem is found to exist, we will request the Police to carry out additional enforcement of the speed limit.

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

**QUESTION 10**

Would the local transportation manager please advise me as to:

- a) According to records kept by his staff how many street lights are currently not working in the Borough? Can he also provide an analysis, by weeks, as to how long these street lights have not been working?
- b) Can he please provide similar information for other lights awaiting repair, such as lights along paths which Surrey CC are responsible for?

**Gerald Cole, Area Maintenance Manager, responded:**

Street lighting faults are all logged on a computer system known as CONFIRM. This is currently being cleared of historical data by our business support staff. Members will be supplied with the accurate information as soon as it is available.

**QUESTION 11**

Would the local transportation manager please advise me of the progress that his officers have made on the much needed zebra crossing across Sythwood in the adjacent to the path leading to the play area?

**Peter Alexander, Senior Local Transportation Manager, responded:**

A possible pedestrian crossing on Sythwood is included in the list of Potential New Schemes which the North West Area Transportation Service will be reviewing. (See Item 8, page 3 of Annex C, scheme no. 63). This list of schemes will continue to be reviewed by the member sub-group, which will



meet again in June 2006. It is difficult at this stage to give a timescale within which this scheme might be constructed, but it is unlikely to be before the 2007/8 financial year.

#### **QUESTION 12**

Would the local transportation manager please advise me as to what progress has been made regarding a light or lights along the path leading from the Kingsway to the side entrance to Morrison's Supermarket?

**Peter Alexander, Senior Local Transportation Manager, responded:**

As this matter relates to a footpath it has been drawn to the attention of the appropriate Rights of Way Officer. The request for a light or lights on this footpath will be kept under review in the lead up to the procurement of the PFI Lighting contract in 2007.

#### **QUESTION 13**

Would the local transportation manager please advise me when the pot holes and the road surface in the vicinity of the traffic lights at the junction of Lockfield Drive and Arthur's Bridge Road will be repaired?

**Gerald Cole, Area Maintenance Manager, responded:**

A report has been received from the County Council's Materials Group on the reasons for the failure at the junction. Permanent repairs will be organised in the first quarter of the 2006/07 financial year.

#### **QUESTION 14**

Does the local transportation manager recognize the increasing detrimental effect to the community of commercial vehicles parking in residential areas, particularly where parking is of a premium for residents?

Will he please agree to:

- (i) progress through to implementation a specific policy to tackle this issue.
- (ii) determine to undertake action to eliminate the illegal parking of commercial / service vehicles on grassed areas with the exception of emergency vehicles.

**Peter Alexander, Senior Local Transportation Manager, responded:**

Where commercial vehicles park in residential areas I would expect this to be related to the activities of residents in that area. Reports have been received on occasion of vehicles parking on the highway verge, causing damage and in some cases spreading mud on the road.

The installation, type and quality of verge protection measures used in Woking and the North West Surrey Area will be reviewed when the new Area Office is fully operational.

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

**QUESTION 15**

What is the current situation with regard to the adoption of roads on the Brookwood Hospital Estate, particularly those that are longer established such as Strathcona Gardens and Florence Way?

**Peter Alexander, Senior Local Transportation Manager, responded:**

The following roads on the old Brookwood Hospital site are unadopted:

Alexandra Gardens, Knaphill (Fairclough Homes site A ).

Cubit Way, Knaphill (Guinness Trust site B1).

Lorne Gardens, Knaphill (Bellway Homes site B3(2)).

Strathcona Gardens, Knaphill (Bellway Homes site B2).

Cavell Way / Brushfield Way / Silistria Close, Knaphill (Bryant Homes and Wimpey Homes southern core site F).

Florence Way / Tringham Close / Barton Close, Knaphill (Bryant Homes and Wimpey Homes north core site F Brookwood Hospital development site) - roads unadopted.

For all the above sites one of the adoption delays is that the sewers that the roads drain into are not adopted by Thames Water, the sewerage authority; sewer adoption always comes before road adoption so the road has a perpetual drainage outfall. Other reasons are that there are outstanding road construction snags that the developers need to fix, and in a couple of cases the developer has not entered into a road adoption agreement with SCC.

Percheron Drive and Redding Way, Knaphill are adopted roads.

**QUESTION 16**

When will the work to create a mini-roundabout and pedestrian crossing facilities at the junction of Kirkland Avenue and Lockfield Drive, scheduled to start on the 16th of January, begin? What effect will the delay have on the estimated completion date of the end of April?

**Peter Alexander, Senior Local Transportation Manager, responded:**

The work to create a mini-roundabout and pedestrian crossing facilities at the junction of Kirkland Avenue and Lockfield Drive is scheduled to start on 20 February 2006 and the revised estimated completion date is the end of May 2006.