



Minutes of the Local Committee (Woking)
Meeting held at 6.30pm on 2 November 2006
at
the Council Chamber, Civic Offices, Woking

Members present:

Mrs Val Tinney - Chairman	
Mrs Elizabeth Compton – Vice Chairman	
Mr John Doran	Cllr Peter Ankers
Mrs Diana Smith	Cllr Bryan Cross
Mr Geoff Marlow	Cllr Peter Ford
Mr Shamas Tabrez	Cllr Philip Goldenberg
	Cllr Ian Johnson

Part One – In Public

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

35/06 Apologies for absence [Item 1]

Cllr Graham Cundy, Cllr Neville Hinks and Mr Andrew Crisp gave their apologies for absence.

36/06 Minutes of last meetings held on 15 June 2006 [Item 2]

The minutes of the last meeting of the Local Committee (Woking) held on 15 June 2006 were agreed and signed.

37/06 Declarations of interests [Item 3]

In accordance with Standing Order 60, Cllr Bryan Cross declared a personal interest in relation to Item 18 on Allocating Local Committee Funding.

38/06 Petitions [Item 4]

There were no petitions received.

39/06 Written public questions [Item 5]

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

In response to a supplementary question from Mr King on question 5, Paul Fishwick agreed to look at whether pinch points could be looked at in the middle of the Carhouse Lane or a whether the road could be designated as a Home Zone. It was noted that there are a lot of schemes already on the waiting list and they all need to be prioritised.

40/06 Written Members' Questions [Item 6]

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

In response to a supplementary question from Cllr Ford on Question 1, Mr Fishwick assured Cllr Ford that the road markings on the links roads on Rydens Way would be completed in the time frame noted.

In response to a supplementary question from Cllr Goldenberg on Question 2, Mr Fishwick confirmed that the County Council were keeping an eye on the data regarding global warming and recognise that designs may need to be altered in the future.

In response to a supplementary question from Cllr Cross on question 3, Mr Fishwick confirmed that the Traffic Orders had been advertised and if there are no objections the yellow lines should be in place by Christmas 2006.

Mr Doran raised a point of order regarding Standing Order 46.1 regarding Member questions, and who to contact to receive answers to questions not accepted onto the agenda. Mr Fishwick agreed to send round to Members an updated contact sheet so Members can get questions answered outside of Committee.

In response to a supplementary question from Mr Doran on question 4, Mr Fishwick agreed to look into the two additional accidents Mr Doran identified and will look at the causes of all the Horsell accidents and speak to Mr Doran outside of the meeting.

In response to a supplementary question from Mr Doran on question 5 regarding the policy for roads to be given a low noise treatment, Mr

Fishwick replied that when roads come to the end of their life they need either resurfacing or structural repair. Both resurfacing and structural repair are very expensive and roads are surface dressed to prolong their life. Low noise surfacing is targeted towards urban areas, provided that the appropriate materials are available.

In relation to question 6, Cllr Johnson confirmed that it was the criteria for applications for grants that he was interested in, and he looked forward to receiving a response from the Voluntary Sector Liaison Team.

Executive Functions

41/06 Community Safety Annual Report [Item 7]

Carolyn Rowe introduced the report and introduced Sgt Ali Dunlop from NW Surrey Police and Camilla Edmiston, Community Safety Officer from Woking Borough Council. The report updated Members on the work of the Safer Woking Partnership and incorporated local and comparative crime data and information on recent initiatives including neighbourhood policing. Under paragraph 5.2 of the report, Carolyn explained that the funding for the Single Non Emergency Number had been withdrawn and it was now not proceeding.

Sgt Dunlop highlighted the data in Annex 1 of the report, which showed that crime levels in Woking were decreasing.

In response to a question from Mr Doran, Sgt Dunlop and Camilla Edmiston explained that it was generally felt that the level of violence in the town centre at weekends was decreasing. Sgt Dunlop agreed to forward further information outside the meeting. Sgt Dunlop also confirmed that she would ask the relevant officer to update their website regarding Panel meetings and officer cover during staff absences.

In response to a question from Cllr Ford regarding reporting of anti-social behaviour, Camilla Edmiston explained that some aspects of antisocial behaviour were already being measured including criminal damage, graffiti and abandoned vehicles. Work is in progress on measuring other aspects of anti-social behaviour.

In response to Cllr Goldenberg regarding 'boy racers' in Sainsburys car park in Brookwood, Camilla agreed to see whether Insp Mason would be willing to send an officer to a forthcoming meeting between Sainburys and the Borough Council.

Mrs Smith raised a question about the use of the Section 30 on Redding Way. Camilla explained that it had been issued as a result of discussions at the Joint Action Group (JAG), and that if needed it could be curtailed or extended beyond the initial 6 month period. The Section 30 provides a discretionary order for the Police to use. It is not

a curfew and is not aimed just at young people. Police will only use the power if people are causing a nuisance. Anecdotal evidence says that the situation is improving and is reviewed at JAG on a monthly basis. To date Police have not used their powers of arrest, but have used it as the basis of a warning. Regarding displacement of the problem to Goldsworth Park Lake, the JAG do not feel that the problems have been displaced in this instance, but are aware of it and will continue to monitor it.

Camilla explained that Surrey Together is a team consisting of a Sgt, 3 PCSOs, and officers from Trading Standards and the Youth Service. The resources are shared across the NW Police division and are deployed through the JAG. In Woking they have so far been to Barnsbury, Knaphill and Goldsworth Park.

RESOLVED

The Committee:

- a) Noted the progress made in promoting community safety in Woking, and latest crime statistics;
- b) Delegated responsibility for expenditure of the County Council's local crime and disorder funding in Woking to the Area Director;
- c) Endorsed the importance of the contribution of all services to community safety in Woking;
- d) Commented on issues of concern arising from the report or information presented.

42/06 Surrey Fire and Rescue Annual Report [Item 8]

Sean Ruth and Ian Goddard introduced the report which outlined the major strands of activity being undertaken within the borough by the Fire Service.

Sean highlighted a number of aspects of the report including the Safe Drive Stay Alive events, the unique partnership that they have developed with Age Concern, and the work they do with young people.

Sean explained that there has been one fire death in Woking this year. The service is looking to expand the work they do on preventing road deaths. In response to Mr Marlow, Sean agreed to find out the percentage of calls to road traffic accidents and provide this information outside the meeting.

Mr Doran commended the Safe Drive Stay Alive events and asked whether Borough Councillors and fifth formers at Winston Churchill School could be invited. Sean agreed to talk to the Road Safety Team regarding progressing this. In response to a further question about the

potential move of Woking Fire Station, Sean confirmed that there are no plans for Woking in the first phase of the property project.

In response to a question from Mrs Smith regarding flooding, Sean explained that recent flooding had caused problems. When the Fire Service attend in response to a call regarding they need somewhere to put the water. On 13 August 2006 over 400 calls were received over a 7 hour period, and there are only 35 appliances in the County. The service now has a new high pump vehicle and they are carrying out some work to see how this can help in these situations.

RESOLVED

The Committee recognised the achievements of the Borough Team in Woking, and supported their commitment to embrace new technology and improved initiatives to reduce risk and make Woking safer.

43/06 Surrey County Council Trading Standards Service [Item 9]

Surriya Subramaniam introduced the report which highlighted the service provided and the challenges and issues faced by Trading Standards. Under paragraph 4.2 of the report Surriya updated the Committee on the fact that there had been a large incidence of door step selling in Byfleet and Pyrford.

It was noted that Surrey Together had carried out some underage alcohol sales test purchasing and there was a hotspot in Knaphill and Goldsworth Park. Four prosecutions are currently underway. It was noted that due to the Business Delivery Review, the service no longer has the Mobile Advice Centre and there will not be a house of horrors this year.

Cllr Johnson praised the Buy with Confidence scheme, but noted that more people need to be aware of it and registered with it. Traders need to understand how it would benefit them.

In response to a question from Mr Marlow, Surriya agreed to find out whether any alcohol traders had lost their licence due to underage sales and get back to him outside the meeting.

In response to a question from Mr Doran regarding Phishing, Surriya explained that IMT do have spam filters for emails but they only stop about 18% of spam received by the County Council.

RESOLVED

The Committee noted the initiatives being taken by the Trading Standards Service.

44/06 Update on Broadoaks Development, West Byfleet [Item 10]

Greg Devine tabled an update for the Committee. Cllr Goldenberg updated the Committee further and explained that following a letter sent by the Borough Council on 3 October 2006 an agreement had now been reached and progress is being made.

RESOLVED

The Committee noted the amended report tabled.

45/06 Redding Way and Broadway, Knaphill – Pedestrian Access [Item 11]

Dave Durrant introduced the report which set out a package of measures to improve pedestrian access across Redding Way and Broadway, Knaphill for the Committee to consider.

Members had some detailed comments on the scheme. Dave confirmed that from the survey carried out, residents are keen for the work to take place. More detailed work will be done and local members will then be consulted on the outline package.

RESOLVED

The Committee agreed:

- (i) That the existing crossing point south of the Vyne be closed and a new uncontrolled crossing inserted close to Alexandra Gardens where sight lines are improved
- (ii) That the existing entry to the roundabout approaching the Vyne from the south be re-engineered to reduce vehicle speed
- (iii) That the existing island to the west of the Vyne roundabout has an uncontrolled pedestrian facility installed
- (iv) That a controlled crossing be installed on Redding Way at its junction with Tudor Way
- (v) That a controlled crossing be installed on Broadway between Sussex Road and the entrance to the Vyne
- (vi) That any necessary Traffic Orders required are made, (including advertising)
- (vii) That the resolutions of any objections that are received are made by the Local Transportation Manager (Woking) in consultation with the Chairman and Electoral Division member
- (viii) That subject to there being no sustained objection the Orders are made

46/06 Sheets Heath Bridge – Environmental weight and width restriction - Knaphill [Item 12]

Paul Fishwick introduced the report which asked the Highway Authority to place a Weight and Width Restriction Order on the Sheets Heath Bridge to prolong the life of the structure.

Cllr Goldenberg confirmed that the bridge has public rights of access over it, but is not adopted. It is insured by Woking Borough Council.

RESOLVED

The Committee agreed:

- (i) That the proposed Weight and Width Restrictions are approved.
- (ii) That the necessary Traffic Orders required are made, (including advertising)
- (iii) That the resolutions of any objections that are received are made by the Local Transportation Manager (Woking) in consultation with the Chairman and Electoral Division member.
- (iv) That subject to there being no sustained objection the Order is made.

47/06 Proposed Taxi Rank – Chertsey Road, Woking [Item 13]

Paul Fishwick introduced the report which asked the Committee to agree the proposed location of a night time (18.00hr to 08.30hr) taxi rank in Chertsey Road, Woking.

Cllr Goldenberg noted that the Local Committee were agreeing to the single yellow line that would be needed for the taxi rank, as it is the Borough Council that is responsible for the Taxi Rank itself.

RESOLVED

The Committee agreed:

- (i) That the proposed night-time (1800hr to 0830hr) taxi rank at Chertsey Road between Duke Street and Stanley Road be approved.
- (ii) That the necessary Traffic Order Amendment required is made, (including advertising)
- (iii) That the resolutions of any objections that are received are made by the Local Transportation Manager (Woking) in consultation with the Chairman and Electoral Division member.
- (iv) That subject to there being no sustained objection the Order is made.

48/06 Amendment to DPE Agreement with Woking Borough Council [Item 14]

Paul Fishwick introduced the report which asked the Committee to agree an amendment to the DPE Agency Agreement with Woking Borough Council so that the operation, maintenance and repair of the rise and fall bollards located within Chertsey Road/Chobham Road and Chapel Street Woking could be carried out by Woking Borough Council and charged to the DPE finance account.

An amended recommendation was tabled.

In response to a question from Cllr Johnson regarding illegal parking in Commercial Way, it was confirmed, that subject to no objections being received, the yellow lines and signage should be in place by Christmas 2006.

RESOLVED

- The Committee agreed the revised tabled recommendation:
- (i) That the wording of the DPE Agency Agreement be amended to the meaning as set out in paragraph 10.
 - (ii) That the Local Transportation Manager in consultation with the Chairman be given delegated authority to agree the final amended wording.
 - (iii) That the final wording be circulated to members of the Local Committee.

49/06 Surplus Highway Land Adjacent to 51 Horsell Moor, Horsell [Item 15]

John Masson introduced the report which asked the Committee to declare public highway land adjacent to 51 Horsell Moor surplus to the requirements of the Highway Authority. It was noted that any future planning applications for this land would not allow an entrance onto Lockfield Drive.

RESOLVED

The Committee agreed that the area of land shown on Plan No. 12279 be declared surplus to the requirements of the Highway Authority, subject to the following provisions:

- i. that no access onto Lockfield Drive is permitted, and
- ii. that a 2 metre wide maintenance strip is protected around the footbridge.

50/06 Pirbright Arch Feasibility Study [Item 16]

Paul Fishwick introduced the tabled paper which reported on the outcome of the feasibility study into considering options for and impacts of proposed improvements at the exiting traffic signal controlled

junction of A324 Pirbright Arch to provide a safer environment for pedestrians.

Members would like the opportunity to discuss the options further at the next meeting of the Committee in February 2007.

RESOLVED

The committee noted the tabled update.

51/06 Delegation of Local Budget [Item 17]

Carolyn Rowe introduced the report which set out the criteria which Members Allocation applications must meet in order to allow the Area Director, in consultation with the Local Committee Chairman to approve grants from Members' revenue allocations under delegated powers outside of Committee. In response to a question, Carolyn confirmed that all County Council members of the Committee would be notified of any allocations made under the delegated power by email. In addition, any allocations made in between meetings will be included in the Members Allocations to the next formal meeting of the Local Committee.

RESOLVED

The Committee noted the authority that the Area Director, in consultation with the Local Committee Chairman, now has in approving grants from the Members' allocations budget and agreed that:

In addition to the criteria set out in paragraph 3 of the report, the following additional criteria were approved:

- (i) Each individual Member can have up to two grants approved in between each formal Local Committee meeting.
- (ii) Applications will be considered for approval by the Area Director, in consultation with the Local Committee Chairman if the funding is required prior to the next formal meeting of the Local Committee.

52/06 Allocating Local Committee Funding [Item 18]

In accordance with Standing Order 60, Cllr Bryan Cross declared a personal interest in relation to Item 18 on Allocating Local Committee Funding.

In relation to the bid from Surrey Air Ambulance, Mr Marlow said that he would like the Committee to consider this bid if there was any funding left over at the end of the financial year, alongside other bids that Members wished to put forward, if the Air Ambulance appeal had not reached their £250,000 target.

RESOLVED

The following allocations were approved:

Display case for West Byfleet Library	£6,10.95
St Johns Cornerstone Centre	£13,660.77
Girls Venture Corps – French War graves and Recruiting	£4000
Pyrford Cricket Club Shower repair	£1,100
St Peters Day Centre	£1,232.88
Sutton Green Village Hall	£4,500
Local and Global Community Business Enterprise Project	£500
Refurbishment of Goldsworth Park	£8400
Community Association Community Hall	

It was agreed that the bid for £10,000 for Surrey Air Ambulance would be considered alongside other bids if there was any unallocated Members Allocation funding at the end of the financial year, if Surrey Air Ambulance had not yet reached their £250,000 target.

53/06 Forward Programme [Item 19]

Paul Fishwick tabled an updated forward programme.

Mrs Smith commented she would like to see reports on waiting restrictions on the Broadway, and education at a future meeting. In response to a request for reports on Highways Maintenance and the effects of the Business Delivery Review, it was noted that these would be circulated by email outside of the meeting as these are information reports. Mr Doran also raised the issue of whether the Martyrs Lane/Woodham Lane junction improvements should be on the forward plan. Paul Fishwick confirmed that this site is being monitored.

RESOLVED

Agreed as in amended report

[The meeting ended at 9.10pm]

Draft minutes to be agreed on 28 February 2007

Chairman

Annex1

Public questions

LOCAL COMMITTEE (WOKING)

2 November 2006

This question was received from W.H. Yaxley:

QUESTION 1

Why 6 years+ after completion of the housing development on the Old Brookwood Hospital Site, Brushfield Way (and probably others) has not yet been adopted by the Highway and Water Authorities?

Paul Fishwick, Local Transportation Manager responded:

There are two main reasons why Surrey County Council has not adopted the section of Brushfield Way outside number 24:

- (a) The sewers that the road drains into need to be adopted by the local sewerage authority, Thames Water (TW), so that the road has a publicly maintained surface water drainage outfall, and
- (b) The developer needs to bring the road up to an acceptable standard by fixing a number of construction defects.

This question was received from Tony Branagan, Horsell Residents Association:

QUESTION 2

May I refer to my question c. at the last meeting on 15 June 2006, the last sentence being "may an explanation be provided as to why a resolution has taken so long."

The reply while of interest and helpful did not answer the question. I am aware of staff changes from Spring 2006, but this parking issue has been ongoing for at least a couple of years before that.

Would an agenda item at each meeting advising maintenance issues that require addressing be a useful way forward. The present system takes months/years to accumulate before an agenda item to committee. It is hoped this would also speed up implementation of the committee's decisions.

Paul Fishwick, Local Transportation Manager responded:

Waiting Restrictions

The issue of additional waiting restrictions in Arthurs Bridge Road and other roads in Horsell was the subject of an item to the Local Committee meeting on the 15 June 2006.

The process for introducing new waiting restrictions has been complicated over the past two years by the introduction of Decriminalised Parking Enforcement (DPE).

DPE was introduced on the 25 July 2005, however the process for the introduction of DPE commences over a year before the intended implementation date and requires a survey and review of all existing waiting restriction orders so that a Consolidation Order can be made. To assist this process an embargo of introducing new restrictions is made at least 6 months prior to the introduction date as any new restrictions could well frustrate the DPE process.

The survey and review of the existing restrictions was a considerable undertaking that was constrained by tight deadlines to enable the DPE powers to be obtained by the required date.

I can confirm that the Traffic Order containing the waiting restrictions agreed at the 15 June 2006 Local Committee are now being advertised.

Maintenance

The County Council receives thousands of reports annually for the Woking area relating to maintenance issues, the majority of which are of a minor nature.

The Annual Highway Maintenance Management Plan for 2006/07 was reported to the Local Committee on the 15 June 2006 and this included a schedule of Major Maintenance schemes for Woking.

This question was received from Mrs Mary Branagan:

QUESTION 3

Please advise an exact date when Commercial Way, Woking will revert to its pedestrian only status.

Paul Fishwick, Local Transportation Manager responded:

Commercial Way is covered by the Borough Council of Woking (Woking Town Centre) Traffic Regulation) Order 1994 and the road falls into three distinct sections.

The “eastern end” between Chobham Road and Church Path is covered by the Order whereby no vehicles (except those that are excluded from the Order) are prohibited from proceeding along this length of Commercial Way between 1030 to 1600 hours Monday to Saturday inclusive.

The “centre section” between Chapel Path and Chapel Street is covered by the Order whereby no vehicles (except those that are excluded from the Order) are prohibited from proceeding along this length of Commercial Way at any time.

The “western end” between Chapel Street and Cawsey Way is covered by the Order whereby no vehicles (except those that are excluded from the Order) are prohibited from proceeding along this length of Commercial Way between 1030 to 1600 hours Monday to Saturday inclusive.

There are currently no plans to amend this order.

This question was received from Cllr Elizabeth Evans:

QUESTION 4

IMPROVED ACCESS TO SHEERWATER FROM WOKING.

Maybury suffers unacceptable levels of through traffic to Sheerwater. In particular, the Eve, Arnold, Boundary and Walton Roads are carrying industrial and heavy goods traffic for which these narrow residential streets were not designed.

The development of the two Industrial Estates in Sheerwater and the general increase in car ownership are subjecting these roads to unhealthy levels of pollution and noise, and are a danger to children accessing the Boundary Road play area in particular.

The Highways Agency is urgently requested therefore to undertake a feasibility study which outlines a possible way forward and which includes an estimation of costs and estimated timetabling for construction of a Sheerwater Relief Road linking Monument Road with Albert Drive via Monument Way East.

Paul Fishwick, Local Transportation Manager responded:

A feasibility study was undertaken several years ago on providing a road linking Monument Road with Albert Drive. However, this scheme was based on the re-development of the “Monument Way Depot” area.

At present there are no signs that there will be any large scale re-development of the depot area and without this the planned road link will not be carried out as there is no other identified funding.

This question was received from Andy King:

QUESTION 5

The residents of Carhouse Lane would like to ask the committee if it would consider the implementation of one or more of the following measures to ensure the safe use of this road by all users:-

- 1) Pinch points at both ends and in the main body of the lane to calm speeding traffic and restrict entry by articulated vehicles
- 2) Additional speed restriction to 30 mph on all or part of the Lane
- 3) A thorough review of existing signage and road markings to promote better awareness of the dangers

We ask the committee to give this serious consideration because we, the residents of Carhouse Lane, Horsell in Surrey are seriously concerned about the ability for road users, other than motorists, to safely use the lane. The lane has a speed limit of 40mph but has no pavement or margin onto which other road users, pedestrians, cyclists and horse riders, may seek safe refuge from speeding traffic and heavy goods vehicles.

Speeding vehicles and those over 7.5 tonnes are in breach of road traffic regulations but these contraventions are not currently policed.

Flagrant disregard of the speed limit and weight restriction has led to many accidents and often the Police are required to close the lane to deal with these.

We would hope that it will be possible to make the lane safer, but still accessible, for all road users before a serious accident occurs to compound the already poor road safety record in Horsell.

Paul Fishwick, Local Transportation Manager responded:

Officers will examine the current road markings and signs to establish whether they may be altered or added to in a way that would improve road safety. They will also have speed checks undertaken at locations in Carhouse Lane.

The introduction of pinch points at each end of the road (almost 2 kilometres long) would have limited effect on speed throughout its length. They would also impact on all large vehicles including those with a legitimate purpose in visiting properties. The 7.5 tonne weight restriction is in the process of being moved further into Carhouse Lane at the eastern end causing vehicle drivers over that limit and visiting the industrial units in that locality enter from Littlewick Road rather than Chobham Road. The enforcement of the ban is a matter for the Police but its very nature makes enforcement difficult and time consuming. In addition to speed checks a count will be taken of the different types of vehicle using Carhouse Lane.

The speed limit has been reduced from 60 to 40 mph but the road by its nature, a rural lane without footways, is not one where a 30 mph could be supported and at the present time would not be enforced by the Police.

The results of the surveys will be reported back to the questioner, Electoral Division Member and Chairman of the Local Committee.

This question was received from Eileen Martin:

QUESTION 6

What steps are being taken and what facilities are being made more readily available to combat the claims that there is nothing for youngsters to do (this would include the wider use of places like WYAC (Woking Youth Arts Centre – Trinity Road, Knaphill), 'Lakers' on Goldsworth Park and improved 'outreach work' by the Youth Offending Team in the local 'black spots', like the car parks, 'recreation areas' and parks)?

David Blake, Youth Development Officer responded:

I have spoken with Eileen Martin who raised this question. She is fully aware of what facilities the Youth Development Service has available in the West of Woking, and where the Youth Development Service is working in partnership with other organisations or trying to support such, e.g. the group of Knaphill volunteers who have set up a youth coffee shop.

Currently the Surrey Together Team are working in Knaphill to look at the needs of young people, especially around the area of the Vyne. I also am aware that Woking Borough Council are prepared, in principle, to look at using the Vyne for youth activities. Whilst I cannot provide resources for this venture I have offered to help develop this further and provide initial training for volunteer youth workers.

Additionally, I have agreed to forward Mrs Martin further information in relation to the nature of each youth project and will do so at my earliest opportunity.

Annex 2

Member Questions

LOCAL COMMITTEE (WOKING)

15 June 2006

This question was received from Cllr Peter Ford:

QUESTION 1

1. I asked the following at the last meeting (15th June 2006)

- b) When will road markings be put on the resurfaced link roads on Rydens Way?
- c) The junction of Selwood Road with Coniston Road has road markings; can similar markings be provided at the junction of Fairfax Road with Coniston Road? It is an equally dangerous junction.

The answer to b) offered completion by 7 July and c) within six weeks

When will b) and c) be completed now please? The promised dates are well overdue.

Paul Fishwick, Local Transportation Manager responded:

An Order for the road markings identified in b) and c) above have recently been ordered and it is anticipated that these works will take place during November 2006.

This question was received from Cllr Philip Goldenberg:

QUESTION 2

Recent flash flooding has demonstrated serious inadequacies in surface water drainage in a number of locations throughout the Borough. Given that these problems will be exacerbated by climate change, what action does the County Council, as the responsible authority, intend to take to quantify and remedy these problems? In particular:

- (a) does it, on an annual cycle, inspect and maintain all drains and inlets?
- (b) does it review (and, where necessary, upgrade) its storm drainage system?
- (c) what budgetary provision does it make for the foregoing?
- (d) is it satisfied that this provision is adequate?

Paul Fishwick, Local Transportation Manager responded:

- (a) There is an annual cyclical programme to clean and check all gullies and inlets (approximately 12,000 in total). To that end, the Borough is broken down into twelve areas, of which eight have been completed to date in the current financial year. Inspection and cleaning are carried out by our partner contractors, and the SCC Area Maintenance Team is notified of their results. If there are works required additional to the routine cleaning, they are referred to the Area Maintenance Team to agree and instigate further action. The Area Maintenance Team also respond to ad hoc enquiries or complaints, and liaise with the Contractor's Inspector regarding Accident and Emergency follow-ups.
- (b) Systems are reviewed, both in known risk areas, and following analysis of new arisings. If additional cleaning, jetting or root cutting cannot solve the problem, an engineering solution is considered. Severity of risk and cost are taken into account in the selection and prioritisation of actions.
- (c) Drainage is generally funded from revenue budgets. This year £145,000 has been allocated for cyclical and additional cleaning, and a further £96,000 for repairs and improvements. The Asset Management Team is reviewing how capital expenditure might reflect the need for drainage activities, to support revenue budgets.
- (d) It could be argued that there will never be enough. However, whether or not the provision of funds is adequate will depend on the amount of work necessary, as determined in (b) above. When abnormal conditions are experienced, such as on August 13 this year, the analysis is likely to show a need beyond the existing budget. Albeit a more severe precedent, history shows that such additional funding was found during and after the floods of 1999/2000. Unfortunately the Council has no mechanism for predicting the results of global warming with sufficient accuracy to justify significant public expenditure in preparation.

This question was received from Cllr Bryan Cross:

QUESTION 3

Would the chairman of the local committee please provide me with the reasons as to why there are still no legally enforceable waiting restrictions in Commercial Way? At the last meeting of the local committee we were advised that it was hoped that legally enforceable restrictions would be in place before the end of August? It now appears that due to the Surrey CC staff cuts that the necessary advertising of relevant traffic orders have delayed. Can she confirm this please? Can she also advise when the necessary regulations will now be in place?

Paul Fishwick, Local Transportation Manager responded:

At the last Local Committee meeting on the 15 June 2006, when the question was raised relating to the timing of the amended traffic order, it was not known what the status was of the Traffic Order Clerks programme and therefore an answer was provided that was given as the officers "best knowledge" at that time.

It transpired that when the amendment order details were being prepared the priority work in the Traffic Order Clerks programme was to complete the remaining districts preparing for Decriminalised Parking Enforcement (DPE) and there were also similar amendments to the Consolidation Orders in several other districts that had already transferred to DPE.

I can confirm that the County Council is in the process of amending the Consolidation Order, whereby the western area of Commercial Way will be the subject of a Traffic Order, and it is planned to advertise the Order during the autumn of 2006. Providing that the Traffic Order is successful, yellow lines will be placed on the highway, which will allow Woking Borough Council as the County Council Agents under DPE to patrol the area.

These questions were received from Cllr John Doran:

QUESTION 4

How many fatal accidents have there been in Woking since January 1st 2005? Where possible can we have the breakdown by division, type of vehicle and gender and age of the victim?

Paul Fishwick, Local Transportation Manager responded:

There have been 8 fatal accidents from 1st January 2005 until 31 October 2006: -

Date	Time	Location	Division	Vehicle Type	Deceased gender/age
20.05.05	1551	A320 Guildford Road j/wVictoria Road	Woking South	Goods vehicle	Pedestrian/72 years
24.07.05	0135	Chobham Road j/w Carthouse Lane	Horsell	Moped	Male rider/18 years
16.12.05	1135	St. Johns Hill Road j/wWoodend Close	St. Johns and Brookwood	Small goods vehicle 3.5 tonnes mgv	Male pedestrian/84 years

05.03.06	2150	Littlewick Road j/w Claydon road	Knaphill	Car	Male passenger/20 years
07.03.06	0910	A320 Guildford Road j/w Brooklyn Road	Woking South	Car	Female pedestrian/78 years
30.04.06	1826	Blanchards Hill, Sutton Green	Woking South	Car	Male driver/59 years
14.07.06	1700	A245 Parvis Road 150 M west of Brooklands Road	The Byfleets	Motor Cycle	Male rider/26 years
14.09.06	0052	A324 Lockfield Drive 70 metres east of Arthurs Bridge Road	Horsell	Motor Cycle	Male rider/20 years

QUESTION 5

Shores Road was resurfaced this year. A very expensive reduced noise surface was covered with a standard surface leading to increased inconvenience for residents. Why did this happen? Is there a policy on reduced noise surfaces?

Paul Fishwick, Local Transportation Manager responded:

In the Local Transport Plan 2006-2010/11 it states, "Further carefully targeted programmes of low noise surface treatment will be undertaken in Surrey as part of the second LTP. The priority will be sites where there is a concentration of residential property" The Transportation Service within the Surrey Highway Network Maintenance Management Plan "lower noise surfacing should normally be laid except where there are safety and engineering considerations which call for other treatments".

The policy related to resurfacing of any road is that work is prioritised on a needs based assessment in accordance with the asset management principles. Resurfacing at end of surface life is likely to be different to a surface dressing treatment in early life, which is a treatment to extend the life of the road, which is the case with Shores Road.

With surface dressing the new surface will be slightly "noisy" compared to the original surface, as the new surface will have a coarser material, but this will wear down with time.

It is always the intention to make the maximum use of the funding available to provide satisfactory pavement life and there is no pre-determined policy on timescale for resurfacing of any particular category of road.

This question was received from Cllr Ian Johnson:

QUESTION 6

Will the chairman please, in relation to grants by SCC to the voluntary groups within the borough, advise

- a) what the criteria for grants will be for 2007/8
- b) what amount is proposed to be provided in the grants budget for Woking for 2007/8 and what is it for 2006/7 and
- c) will she confirm that the grants agreed with voluntary organisations for 2006/7 are up to date in being paid.

Mrs Tinney responded:

Grants to the voluntary sector are given by Surrey County Council but not through the Local Committee. I have forwarded the question to the County Council's Voluntary Sector Liaison Team and asked that you receive a response direct outside the meeting.

Surrey County Council's budget for 2007/08 will be set on 6 February 2007.