



Minutes of the Local Committee (Woking)
Meeting held at 6.30pm on 28 February 2007
at
the Council Chamber, Civic Offices, Woking

Members present:

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

Part One – In Public

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

01/07 Apologies for absence [Item 1]

Mr Shamas Tabrez gave his apologies for absence. Cllr Peter Ford and Mr John Doran gave apologies for later in the meeting as they had to leave before the end.

02/07 Minutes of last meetings held on 2 November 2006 [Item 2]

The minutes of the last meeting of the Local Committee (Woking) held on 2 November 2006 were agreed and signed.

03/07 Declarations of interests [Item 3]

In accordance with Standing Order 60, Cllr Bryan Cross declared a personal interest in relation to Item 8 and 9, Mrs Diana Smith declared

a personal interest in relation to Item 9 and Mr Crisp and Mr Doran declared a prejudicial interest in Item 20.

04/07 Petitions [Item 4]

There were two petitions received.

Petition 1

In accordance with Standing Order 64, the Committee received a petition on introducing a 20mph speed limit on all roads in Old Woking and a ban on all lorries over 7.5 tonnes from all roads in Old Woking. The petition was signed by 207 people and was presented to the Committee by Cllr Peter Ford.

Cllr Ford explained that the issue had been raised by a resident of Old Woking. The road is used as an unofficial Woking by-pass which runs through a conservation area. This causes a high level of noise and there is also increase speeding and congestion. Evidence shows that a 20mph speed limit would reduce fatalities and casualties and generally reduce the speed of cars in the area. Local people feel that a change is needed. The measures proposed in the petition would bring about improvements for local residents.

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

The suggestion of introducing a 20mph speed limit zone and a 7.5 tonne limit on all roads will be considered within the Old Woking area Traffic Conditions Feasibility study which is planned to be undertaken during the 2007/08 financial year (see Item 9 Annex A).

In response to a supplementary question, Paul Fishwick confirmed that the feasibility study would not be able to be undertaken sooner than 2007/08.

Petition 2

In accordance with Standing Order 64, the Committee received a petition requesting a proper pedestrian crossing on the dangerous Westfield Road. Chris Heisig, Chairman of the Moor Lane Residents' Association presented the petition, which was signed by 370 local residents and the wider community.

Mr Heisig explained that local residents were concerned with childrens' safety on their journey to and from school. Westfield Road is a main route for people travelling from Guildford to West Byfleet and there are three schools in the local area. Parents are anxious about crossing the road, and sometimes have to stop the traffic to cross safely. There is a traffic island opposite St Marks Church, but it is too small and not ideally located.

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

The proposal for a crossing facility in Westfield Road has been recognised by the County Council and was included within the Local Transport Plan 5-Year programme presented to the Local Committee on the 15th June 2006. At that time the Westfield Road proposal had been assessed and allocated feasibility and design works during 2008/09 and construction during 2009/10.

Following a full review of all the schemes within the 'Assessment Pool', where schemes go beyond the 5-year programme, during the autumn/winter period the Westfield Road scheme has been 'promoted' to carry out feasibility works during 2007/08 and design and construction works during 2008/09, subject to agreement by the Local Committee and available funding.

The identification by the Moor Lane Residents Association of the preferred location for the crossing is of assistance to the Local Transportation Team (Woking), for which I thank you. In addition to this, the significant support for a crossing, indicated by the number of people signing the petition will hopefully alleviate objections to the crossing when the legal process of the Section 23 Notice under the Road Traffic Regulation Act 1984 is advertised on site.

The petitioner asked to be kept informed of progress made.

05/07 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 Mrs Hunwicks on question four regarding a comprehensive parking strategy for South Horsell, Paul Fishwick explained that a comprehensive review of parking restrictions was carried out last year. When the orders were advertised there were a lot of objections locally so they were never implemented.

It was noted that an item on a Controlled Parking Zone for Old Malt Way could not be brought to Members before 21 June 2007 committee meeting as it first needed to go through the Woking Borough Executive, and then the Local Committee need to agree for the orders to be made. The plan is for the orders to be made in July 2007, and assuming there are no objections, the lines will be put down in autumn 2007.

In response to a supplementary question from Paul Owen on question five regarding a road sign in Cambridgeshire asking for drivers to cancel their indicators, Paul Fishwick confirmed that such a sign could only be erected if it has special authorisation, otherwise it is illegal as there is not a prescribed sign for this within the Traffic Signs Regulations and General Directions 2002.

Regarding question six, Paul Fishwick confirmed that he would contact Mrs Lewis regarding the outcome of a meeting regarding flooding outside Honeysuckle Cottage and Oaklands taking place on 1 March 2007.

In Cllr Davies' absence, Mr Doran asked a supplementary question on question seven. In response Paul Fishwick confirmed that when Ringway are given orders, they have to complete a minimum number of orders within the given timescale. The target within the contract does not state that all orders have to be completed within this timescale.

06/07 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 regarding question two and Old Woking Road, Paul Fishwick confirmed that a major or intermediate scheme in this area would not be funded due to the high costs. The short term measures which were proposed have now been introduced.

In response to a supplementary question from Cllr Cross regarding question three, Paul Fishwick confirmed that the Surrey County Council Executive would be finalising the budget for Highways for 2007/08 on 27 March 2007.

Paul Fishwick updated the reply to question six from Cllr Goldenberg with some speed survey data from Connaught Road taken by the Police. The data showed that the speeds were on the limits of enforcement, and more data collection would be undertaken in 2007.

In response to a supplementary question from Cllr Goldenberg regarding question seven, Paul Fishwick confirmed that the service is aware of the problems, and once resources are available orders will be placed with Ringway.

Executive Functions

07/07 New South West Trains Franchise [Item 7]

Daniel Wright, Surrey County Council's Rail Development Officer introduced the report which updated the Committee on the new South West Trains franchise.

In response to questions Daniel Wright confirmed that:

- the extra morning peak service is expected to be semi-fast
- the new Smartcard will be compatible with the Oyster card

- he would confirm to Members outside the meeting the likely timescale for finding out which stations have been identified for improvements
- the Department of Transport has not yet confirmed whether they will give some powers to Transport for London for fares on London suburbs
- Network Rail is responsible for alterations to length of platforms
- Surrey County Council does not have any direct say over the running of the RailAir coach service.
- South West trains bid for the contract. They are there to operate the service not for enhancing it. The Department of Transport is in the process of producing a long term rail strategy.
- The level of CCTV varies across the network from video to being linked up to a control centre. There is a commitment within the SWT franchise that all CCTV will be linked up to a control centre.

RESOLVED

The Committee noted the report and thanked the officer for his presentation.

[Cllr Peter Ford left at 7.30pm]

08/07 Campus Woking - Consultation [Item 8]

In accordance with Standing Order 60, Cllr Bryan Cross declared a personal interest in relation to this item.

Mr Crisp introduced the item on Campus Woking, which gave Members the opportunity to comment on the proposals sets out in the consultation document. Members were encouraged to respond to the consultation individually. In addition, comments made during the item would be forwarded as part of the wider consultation.

Surrey County Council has embarked on a three month consultation with schools and parents to determine the next steps for Campus Woking. Members of the public have the opportunity to respond to the consultation through the website or by obtaining a hard copy from a local school, library and various other outlets. In addition focus groups and public meetings will be held.

Among the objectives of the Campus Woking project are:

- enabling every child between Year 5 and Year 11 to have a laptop;
- boosting academic and vocational opportunities for children and young people;
- allowing fundraising from sources other than the state and structures that maximise tax advantages in order to produce a sustainable system;

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- a wider range of sporting and cultural facilities for all schools, promoting links and involvement with local communities;
- integration of services between schools and with other providers, such as colleges and universities, to put choice at the heart of the system and to deliver extended and adaptable learning beyond the classroom;
- to make the most of existing assets and ensure the provision of greater capital investment in technology to enhance personal learning and development.

Mr Crisp confirmed that the scheme will potentially include schools on the borders of Woking borough including Fullbrook.

In response to Mr Doran, Mr Crisp confirmed that there were no firm proposals yet and work is ongoing on the financial model, but there was no hidden agenda in relation to property. Implementation would take two years or longer. The people who have to make it work are those in education. The proposals are not about selection of pupils, but making the most of the excellence that is currently within the schools in the area.

In response to Cllr Cundy regarding provision for those with special needs and the gifted and talented children, Mr Crisp explained that he had met with the special schools council and they were supportive of the proposals, and the gifted and talented pupils should equally benefit as there would be improved links between primary and secondary schools. Regarding independent schools, it is hoped that the proposals will attract pupils back to state schools with the facilities available.

Mrs Smith summarised the points she had made in a full response to the consultation. These included:

- the suggestion that it may be impractical for all students to have a laptop which they have to carry around
- the need for inclusivity especially around faith, special education needs and those in the pupil referral units.
- the need to show that the same results can be achieved in state schools in Woking as in private schools

Cllr Johnson wanted to ensure that those children with disabilities were not disadvantaged under the proposals if they could not travel. Mr Crisp confirmed that he had been talking with the Park School, and will talk to Freemantle School and other schools who have children with special needs. He further confirmed that if families could not afford the contribution towards the laptop, then they would not have to pay.

Regarding links to Further Education, Mr Crisp explained that Surrey County Council has a joint advisory board with the Learning and Skills Council. They have also met with the University and they will be making a full response to the consultation. They have indicated that

they are interested in attracting more people to the university so would like to make links with children earlier in their education.

RESOLVED

The Committee agreed to make individual comments on the consultation at this stage. When firm proposals are brought forward, the Local Committee will consider a joint response.

09/07 Pirbright Arch – Feasibility Study [Item 19]

This item was brought forward on the agenda to enable the decision on this item to inform decisions made on item 9 later on in the agenda.

Paul Fishwick introduced the report which set out two options for improved pedestrian access and safety within Pirbright Arch for the committee to consider. The committee may support either option with or without funding.

Cllr Goldenberg was concerned that people may not have the patience to wait during the pedestrian phase, so would support option two with the following additional modifications:

1. That warning signs are erected for motorists warning that there may be pedestrians in the road
2. That improvements are made to the lighting in the arch and the walls are painted up to the lighting on the pedestrian side of the arch.

Members agreed these modifications and in addition would like improvements to be made to the approach footways.

Regarding the level of funding, it was confirmed that the Local Committee (Guildford) would not make a decision until 22 March 2007. Cllr Goldenberg put forward an amendment to recommendation (iii) saying that funding would be provided for option 2 up to the value of £30,000 with the modifications set out above. This was agreed by the Committee.

RESOLVED

The Committee agreed

- (i) That the final decision on any proposals lies with the Local Committee (Guildford)
- (ii) That the Local Committee (Woking) support improvements at Pirbright Arch (Guildford) with the following additions:
 - a. That warning signs are erected for motorists warning that there may be pedestrians in the road
 - b. That improvements are made to the lighting in the arch and the walls are painted up to the lighting on the pedestrian side of the arch

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- c. Improvements are made to the approach footways.
- (iii) That the Local Committee (Woking) would provide a financial contribution towards the cost of Option 2 with the additions noted in (ii) above to the value of £30,000.

10/07 Cycle Route 6, Woking to Byfleet via Pyrford – Proposed Infrastructure [Item 17]

John Masson introduced this report and noted that there had been support both for and against this cycle route. As a result more consultation was needed, along with an assessment of the number of cyclists who would need to cross the Old Woking Road.

RESOLVED

The Committee agreed to defer this item until the meeting on 21 June 2007.

11/07 Local Transport Plan Programme for 2007/08 [Item 9]

In accordance with Standing Order 60, Cllr Bryan Cross and Mrs Diana Smith declared a personal interest in relation to this item.

Paul Fishwick introduced the item which set out the programme of Local Transport Plan schemes to be implemented in 2007/08 together with the forward programme for Woking covering 2008/09 to 2011/2012. The funding for 2007/08 was due to be confirmed by the Surrey County Council Executive on 27 March 2007.

[Mr John Doran left at 9.10pm]

Paul highlighted the changes to the programme and clarified the detail of some of the schemes. Members agreed to remove Kirkland Avenue from the schemes set out in Annex A and replace it with the scheme to eliminate rat running at Paxton Gardens.

It was noted that additional parking bays have not been costed out as they do not meet the criteria of the Local Transport Plan (LTP). Cllr Goldenberg asked whether it would be possible to spend Members Allocation funding on parking bays. It was agreed to find out and report back at the next meeting.

Some scheme have had to be reassessed as targets within the Local Transport Plan need to be met and all schemes need to fit the criteria of the LTP. There was concern that public expectations may have already been raised which will have to be dealt with. Mrs Smith asked whether it would be possible to see whether round up meetings could be held on a deleted scheme to ensure that information was not lost and to see what else could be done. This was noted and would be considered.

Cllr Goldenberg put forward an amendment to recommendation (iv) saying that 'roundtable meetings should be held with appropriate members of the committee'. This amendment was agreed by members.

Members took a vote on recommendation (vi). This was agreed by a vote of 6 for and 4 against.

RESOLVED

The Committee agreed:

- (i) The detailed programme for 2007/08 as indicated in Annex A be approved with the following amendment:
 - a. That Kirkland Avenue feasibility and design work is withdrawn and replaced with the scheme at Paxton Gardens.
- (ii) The 4-Year indicative programme 2008/09 to 2011/12 as indicated in Annex B be approved with the following amendment:
 - a. That Kirkland Ave pelican upgrade is withdrawn and Pirbright Arch is added, if the Local Committee (Guildford) do not approve Pirbright Arch, bring forward Raglan Road / Victoria Road safety improvement plus Lauriston Close Street Lighting to 2008/09.
- (iii) That officers be authorised to proceed with any necessary actions including traffic orders, advertisements and notices of intent in order to deliver these projects.
- (iv) That the officers hold 'round table' meetings with the Chairman and appropriate members of the Local Committee at appropriate times to progress Feasibility Study and Design processes to enable the schemes to progress to the next appropriate stage (subject to appropriate funding).
- (v) That the Local Capital Allocation be used to assist delivery of the Integrated Transport Capital schemes for 2007/08 programme, as indicated in Annex A
- (vi) That the schemes as scheduled in Annex C are deleted from the programme / Assessment Pool. This was agreed by a vote of 6 for and 4 against.
- (vii) That the sub group meet during July 2007 to review progress of the 2007/08 programme and November 2007 to review the 2008/09 to 2010/11 programme and extend the indicative programme to cover the 2011/12 financial year.

12/07 Taxi Rank, Chertsey Road – Woking [Item 10]

Cllr Goldenberg put forward an amendment to the wording of the recommendation as set out below which was agreed by the Committee.

RESOLVED

The Committee agreed to amend the wording of the recommendation (i) of item 13 taken at the meeting of Surrey County Council's Local Committee (Woking) on 2 November 2006 to:

(i) That a single yellow line that is operational between the hours of 1800 and 0830 be approved, to reinforce the nighttime taxi rank at Chertsey Road between Duke Street and Stanley Road which has been introduced by Woking Borough Council.

13/07 Provision of Additional Parking Bays [Item 11]

RESOLVED

The Committee noted the report

14/07 Review of Parking Bays, Broadway, Knaphill [Item 12]

Paul Fishwick introduced the report. Mrs Smith thanked officers for the work and noted that the consultation re-enforced the need for safety in the area.

RESOLVED

The Committee agreed:

- (i) That the current waiting restrictions at the northern end of Broadway, Knaphill be retained without amendment

15/07 Proposed Waiting Restrictions [Item 13]

John Masson introduced the report which set out proposals for waiting restrictions for the junctions of Gorsewood Road/Birdswood Drive and Connaught Road/Elphinstone Close. After site inspections, no waiting restrictions were proposed for Turnoak Avenue or Hillside.

Cllr Cundy asked whether officers could look at extending the double yellow lines in Gorsewood Road to the north towards the school gates. This was agreed by the committee.

Cllr Goldenberg asked whether officers could look at extending the double yellow lines in Elphinstone Road to the start of the housing. This was agreed by the committee.

RESOLVED

The Committee agreed:

- (i) that the waiting restrictions in Gorsewood Road and Elphinstone Close, as shown on Drawing Nos. 12272 and 12289 respectively, be approved with the following amendment:

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- a. that officers look at Gorsewood Road and see if it is possible to extend the double yellow lines to the north towards the school gates
 - b. that officers look at Elphinstone Road and see if it is possible to extend the double yellow lines to where the housing starts;
- (ii) that the necessary Traffic Regulation Orders be made; and
 - (iii) that authority be delegated to the Local Transportation Manager, in consultation with the Chairman and Divisional Members, to consider and determine any objections.

16/07 York Road, Woking [Item 14]

John Masson introduced the report. Cllr Hinks asked whether bus boarders could be considered within the scheme.

RESOLVED

The Committee agreed:

- (i) That the proposals shown on Drawing No. 12336 be approved for construction;
- (ii) That the necessary amendments to the Controlled Parking Zone Order are advertised, and
- (iii) That authority be delegated to the Local Transportation Manager, in consultation with the Chairman and Divisional Member, to consider and determine any objections.

17/07 High Street, Old Woking – Footway Parking [Item 15]

RESOLVED

The Committee agreed:

- (i) That the introduction of the white line proposed in Paras. 5 to 8 of the report be approved and that the residents be notified accordingly;
- (ii) That the effectiveness of the white line be monitored, and
- (iii) That if problems of obstruction for pedestrians continue, consideration be given to making a Traffic Regulation Order to control the parking, with a further report being brought to a future meeting of the Local Committee

18/07 Lower Guildford Road/Victoria Road, Knaphill Junction Improvements [Item 16]

Kevin Patching introduced the report. In response to Cllr Hinks, Kevin confirmed that he had spoken to Mrs Marshall regarding her concerns.

RESOLVED

The Committee agreed;

- (i) to carry out modifications to the existing kerb line outside and opposite the Khyber Pass restaurant and construct an uncontrolled pedestrian crossing point as shown on drawing No 12327

19/07 Prey Heath Road, Mayford [Item 18]

Kevin Patching introduced the report which set out proposals to provide a pedestrian footway under the railway bridge adjacent to Worplesdon Railway Station.

Cllr Goldenberg noted that there were two drainage facilities one belonging to Network Rail, and the other to Woking Borough Council.

RESOLVED

The Committee agreed;

- (i) to approve in principle the proposal to provide a pedestrian footway under the railway bridge on Prey Heath Road, adjacent to Worplesdon Station and introduce priority working under the bridge for road traffic, as shown on drawing No 12331
- (ii) that Officers investigate further the possibility and cost of pumping water from the bridge into an existing watercourse some distance away from the bridge rather than using the existing ditch on Network Rail land.

[Cllr Hinks left at 10.00pm]

20/07 Members Allocation [Item 20]

In accordance with Standing Order 60 Mr Crisp and Mr Doran declared a prejudicial interest in this item.

Mr Crisp left the room for the discussion around Woking High School.

RESOLVED

The Committee agreed:

- (i) the following allocations:
 - a. Sea Cadets new training dinghy £5458.78
 - b. YMCA: Equipment for Youth Café and stage equipment £10,000
 - c. Woking High School – New minibus £3,500
 - d. Woking High School – renewable energy £2,250
 - e. Summer Festival 2007 £1,100
 - f. St Johns Ambulance life support aids £1,397.50
 - g. Feasibility Study – Bampton Way Bus Stop £1,500

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h. Members Local Transport Plan Trip	£100
i. The Garden Project – Trailer	£2,500
j. Pyrford Cricket Club Fence renewal	£6,907.31
k. Horsell Village Hall	£3,864
l. Nature Conservation Exchange	£1,000
m. Knaphill Directory – Knaphill Residents’ Ass	£700
n. Byfleet Youth Event – Marketing and venue hire	£2,000
o. Badger Posts	£500
p. Knaphill Library – extra funding for staff to set up friends of	£2,000
q. Brookwood Care	£1,000

- (ii) That any funding unspent before the end of the financial year be given to Woking High School towards the cost of the new minibus

21/07 Proposal to set up a working group of councillors to promote the transport and accessibility agenda in Woking as part of the wider future development plans [Item 21]

The County Councillors nominated Mrs Tinney, Mrs Compton and Mr Doran, and the Borough Councillors nominated Cllr Ford, Cllr Goldenberg and Cllr Ankers to be part of the informal Working Group looking at the transport and accessibility agenda in Woking. This group would report to the next private member awayday due to be held in the summer 2007.

RESOLVED

The committee agreed to set up an informal member group.

22/07 Forward Programme [Item 22]

Members asked for confirmation at the meeting on 21 June 2007 as to whether Members Allocation funding could be used for funding the provision of parking bays.

RESOLVED

Agreed as in the report with the following amendments:

1. To remove Kirkland Avenue
2. To add the deferred item on Cycle Route 6
3. To add the Highways Maintenance Management Plan

[The meeting ended at 10.15pm]

Chairman

Public questions

LOCAL COMMITTEE (WOKING)

28th February 2007

This question was received from Colin Scott:

QUESTION 1

Will the Chairman of the Local Committee please confirm that she has informed the Rydens Way Action Group or alternatively individual members of the Rydens Way Action Group, that SCC will fund 50% of the cost of the provision of parking bays and traffic calming measures in Rydens Way, Old Woking, provided that the residents raise the 50% balance of the cost from other sources.

Could the Chairman of the Local Committee please advise the cost of the works in [a] above.

Paul Fishwick, Local Transportation Manager responded:

The provision of Parking Bays within Rydens Way was originally scheduled within the Local Transport Plan programme that was submitted to the 15th June 2006 Local Committee. However, a revision of all of the schemes, matching them to the Objectives, Key Strategies and targets has taken place during the autumn/winter period and the revised programme has been published within Item 9 of this meetings agenda. I draw attention to Annex C within that report which indicates the reason why this scheme has been withdrawn from the LTP Programme, along with others and to Item 11 Provision of Additional Parking Bays, also scheduled for this meeting. Refer to a above.

This question was received from Cllr Elizabeth Evans:

QUESTION 2

Albert Drive presents a unique set of problems for residents in parking their cars. Due to a lack of enforcement over a period of time many cars are parked on the grass verges whether they have their own crossover drives and forecourts or not. The core of the problem remains unsolved, namely that speeds of 40/50 mph are not uncommon and residents are unwilling to park on the Drive even where there are no yellow lines, due to damage to wing mirrors etc. Lanes marked off for parking also have cars half up on the verge for the same reason. In consequence there is a marked deterioration of the verges, which seems set to get worse due to the prevailing pattern of wet winters.

Would the Transportation Committee therefore please review waiting restrictions in Albert Drive, Sheerwater, with a view to creating on-street parking within existing restrictions to help alleviate current problems and at the same time protect the verges?

Paul Fishwick, Local Transportation Manager responded:

Along with our colleagues in Woking Borough Council's Parking Services, we can certainly review the waiting restrictions along Albert Drive. Councillor Evans should be aware, however, that there might be very limited scope to reduce or remove any restrictions. There are double yellow lines on both sides of the road generally only where it is clearly undesirable to have parked vehicles due to the bends in the road; where on-street parking can be accommodated, there are double yellow lines on one side only. However, it is debatable whether removing any of the double yellow lines would have any effect, given the reluctance of residents to park along the road where there are currently no restrictions, as stated in the question.

This question was received from A H Edmiston:

QUESTION 3

Why has Surrey County Council consistently failed to properly implement the closure of Footpath 59 [also known as the Jack and Jill Steps]? The Highways department have consistently failed to address the shortcomings of the closure at the White Rose Lane end of the footpath and the local management have failed both to show leadership and to take ownership of the issues caused by the incomplete closure. The issues include criminal damage to a private fence bordering the path and consequent damage to plants and shrubs, resulting in a number of separate reports to Surrey Police, and verbal abuse of residents by people using the path.

Anne Woods Countryside Access Officer - North West Surrey responded:

The responsibility for maintenance and protection of footpaths such as Public Footpath 59 (Jack and Jill Steps) rests with the County Council's Countryside Access Team, rather than the Transportation Service.

The landslip that occurred on this path was quite significant and the closure was necessary to ensure public safety. I have been in regular communication with the owner of the garden from which the slip occurred and we are satisfied that every effort is being made to carry out the necessary works, so that the path can be reopened.

Since the path has been closed, it is proving quite difficult to physically prevent unauthorised access, as people have been ignoring the closure signs, passing the barriers and unlawfully damaging adjoining property in their efforts to use the path. After the initial barriers proved to be ineffective, we arranged for additional barriers at White Rose Lane, and for the barrier at Barrens Brae to be repositioned at Mrs Edmiston's suggestion.

Mrs Edmiston has confirmed that the situation has improved, although there are still a determined few who manage to get past the barriers. Our contractors are continuing to return to site on a regular basis to replace/secure the barriers when they are moved and/or damaged, and the path is being inspected on a regular basis to ensure that the closure remains effective.

Whilst acknowledging that there have been difficulties, it is hoped these have now been dealt with satisfactorily

This question was received from Beryl Hunwicks:

QUESTION 4

While supporting the requests to have CPZ put in Old Malt Way and Kirby Road, it will not solve the problem caused by car parking in South Horsell. Would the committee please agree to form a comprehensive parking strategy for the area up to the High Street, including measures to safeguard pedestrians from cars parking outside the shops.

Paul Fishwick, Local Transportation Manager responded:

There is no item within the Local Transportation Plan Programme to develop a comprehensive parking strategy for Horsell. Officers are working with the Divisional and Ward Members to develop localised waiting restrictions to keep junctions along the High Street clear of parked vehicles. It is assumed that the reference to safeguarding pedestrians relates to the potential for conflict with vehicles using the forecourts in front of the shops along the High Street. The vast majority of these are private and we would be unable to provide any additional measures to safeguard pedestrians, as this would prevent legitimate access to private property.

We are not aware of any request for Kirby Road to be included in the CPZ. It could not be included in isolation and would have to be connected to the existing CPZ. Hence, the CPZ would have to be extended along Brewery Road and Arthurs Bridge Road in order to include Kirby Road.

Old Malt Way is to be included in the CPZ and Officers are working with the Divisional Member to determine what additional restrictions (as distinct from inclusion in the CPZ) that might be required in Kirby Road.

This question was received from Cllr. Derek McCrum on behalf of Paul Owen:

QUESTION 5

Would it be possible to have a sign on Egley Rd, just after the Turnoak Roundabout, asking motorists to cancel their indicators?

Paul Fishwick, Local Transportation Manager responded:

There is not a prescribed sign within The Traffic Signs Regulations and General Directions 2002 asking motorists to cancel their indicators, however the Highway Code (latest version published 2006), states on page 22 section 85 Signals the following:

Signals warn and inform other road users, including pedestrians of your intended actions. You should

- Give clear signals in plenty of time, having checked it is not misleading to signal at that time.
- Use them, if necessary, before changing course or direction, stopping or moving off,
- Cancel them after use
- Make sure your signals will not confuse others. If for instance you want to stop after a side road, do not signal until you are passing the road. If you signal earlier it may give the impression that you intend to turn into the road. Your brake lights will warn traffic behind you that you are slowing down.
- Use an arm signal to emphasise or reinforce your signal if necessary.
- Remember that signalling does not give you priority.

Under section 86 it also states: You should also

- Watch out for signals given by other road users and proceed only when you are satisfied that it is safe.
- Be aware that an indicator on another vehicle may not have been cancelled.

This question was received from Julie Lewis:

QUESTION 6

It is almost 5 years since money was put aside from the Bracken Hill development for Heathside Crescent's urgent need for traffic calming, and, over 2 years since I came to this place to ask formally when the work would commence, so, although it has taken a very long time, personally I am delighted that the junction around Oriental Road, Heathside Crescent and Park Road is now a much safer place for pedestrians, residents and drivers, and the speed of traffic along Heathside Crescent has been significantly reduced, however, when can we see the resulting flooding outside Honeysuckle Cottage and Oaklands rectified?

Paul Fishwick, Local Transportation Manager responded:

The County Council's contractor Ringways' attention was drawn to this problem before Christmas. They agreed to install an additional gully to overcome the problem.

A meeting is being held tomorrow (1 March) with Ringway to look at this and other minor problems. At that meeting they will be asked to give a firm date for the rectification of this problem. An officer will contact Mrs Lewis after the meeting, to let her know the date for the remedial works.

This question was received from Cllr Gareth Davies:

QUESTION 7

Can the Committee explain the inordinate delays in clearing out the road drains in Horsell. As an example the blocked drains at the eastern end of Brewery Rd. have led to the road flooding with much of the surface water overflowing into adjacent properties.

I understand that there is supposed to be a 28day turn round in these tasks once they have been notified but many have been outstanding since the heavy rains in September and October.

Can the Committee explain how much of the £1 million allocated for drain clearing, as announced in a recent Council press release, will be spent in Horsell and where the money will come from.

Paul Fishwick, Local Transportation Manager responded:

The amount of standing water on the carriageway towards the Chobham Road end of Brewery Road has been reported to us numerous times. An inspection was carried out and an order raised with the County Council's Contractor Ringway, for reactive cleaning works to be carried out.

This order was raised on the 14th of December 2006, however Ringway currently have a large outstanding amount of reactive drainage works to complete, Brewery Road being one of these.

Despite many repeated attempts ~~our~~ Ringway has to date been unable to commit as to when these specific works will be undertaken.

The additional provision of £1m is planned within next years funding (2007/08) 'top sliced' from the LTP budget. The £1m budget has not yet been divided up across the 11 districts therefore it is unknown how much of these required works will be treated, but they will be treated on a priority basis.

Member Questions

**LOCAL COMMITTEE (WOKING)
28 February 2007**

This question was received from Cllr Peter Ankers:

QUESTION 1

Local residents have a long outstanding request to the County Council re SCC adopting the unmade section of highway at the top of Norfolk Farm Road, Pyrford. When will they get a response, as to mechanics and cost etc, to this request ?

Paul Fishwick, Local Transportation Manager responded:

Firstly, I have already apologised to the lead resident for the delay in responding on this matter. The initial enquiry dated 12th October 2006, was received whilst I had just commenced a 3-week period of bereavement leave. When I returned to work, I had to balance tackling the backlog together with priorities with limited resources. I had commenced work on this subject during late January and a reply was sent on the 1st February 2007.

At current prices the estimated cost to carry out these works would be £80,000, which must be borne by the residents (frontagers).

This question was received from Cllr Peter Ford:

QUESTION 2

There is no doubt that the safety issues surrounding the stretch of the Old Woking Road between Maybury Hill and White Rose Lane will have to be fully addressed in the foreseeable future.

It is clearly unfortunate that there is no footpath for pedestrians on this busy road.

Please could the committee revisit this issue with a view to finding a long term sustainable solution which addresses the funding issues but is committed to ensuring the safety of pedestrians?

Paul Fishwick, Local Transportation Manager responded:

The safety issues surrounding this stretch of Old Woking Road have been fully addressed by the Committee in the past

A paper was presented to the Committee on 14 October 2004, following their receipt of a petition in January 2004, requesting a continuous footway be constructed. Whilst construction of this facility is desirable the cost proved

prohibitive. There was discussion at Committee of the accuracy in cost estimates for the footway. A topographical study to establish an accurate cost was £10,000, expenditure which the Committee did not sanction.

A number of short-term measures were proposed which have been introduced including warning signs for pedestrians.

These questions were received from Cllr Bryan Cross:

QUESTION 3

On 29th November 2006, I brought to the attention of the local transportation office, the dreadful state of the path that runs from Kingsway to the Morrison's store alongside no. 16 Kingsway. I supplied photographs of the state of the path giving them an idea as to what residents have to cope with when they use the path which is a public right of way. In addition I advised that, according to a local resident, a council (either WUDC or SCC) last laid a surface to the path in 1960's and since then almost nothing has been done to it.

I asked that the path be surveyed and that a proper surface be laid as soon as possible. I understand that the local office logged my correspondence and photos with their colleagues (via the internet) but since then I have heard nothing. Can the local transportation manager advise me please as to what is happening with my request?

Paul Fishwick, Local Transportation Manager responded:

The path in question, Right of Way 68, has been inspected, and the section alongside Morrisons Car Park, for a length of 125 metres, has been identified for surface treatment, including the removal of tree roots that are the main cause of the break up and unevenness of the surface. Unfortunately it has not been possible to fund these works this financial year, but it is our intention to do so as a footway scheme later in 2007.

QUESTION 4

Would the local transportation manager please advise me as to what action his staff have taken in the last year to ensure that free-standing advertising stands (A notices) are moved, whenever appropriate, to ensure that residents have ample room to use the pavements around the Borough

Paul Fishwick, Local Transportation Manager responded:

While it is recognised that 'A' boards are a useful means of advertising for local businesses, there are valid concerns about their placement. A policy of limited tolerance (though not approval) has been adopted over the years in the Woking area, taking into account freedom of movement and possible obstruction of users of the public highway.

The law on the subject is not clear-cut, as it contains the concept of reasonableness (please see recent cases below as examples). It should also be noted that the immediate frontage of some premises in some streets is private, and therefore not subject to public highway enforcement.

The minimum criteria that is accepted is that there should be a straight unobstructed path at least 1.2 metres wide to enable the free passage of pedestrians, push chairs and vehicles for the disabled; 'A' boards on roadside verges should not be less than a metre back from the edge; in both cases, sight lines must remain clear.

Where those criteria are not met, officers insist on the repositioning or removal of the boards, and have them taken away if necessary. Persistent offenders have been given copies of the DETR booklet on Outdoor Advertisements and Signs. There has been some short-term success following enforcement exercises in the worst affected areas, but unfortunately they creep back, and there is not sufficient resource available to monitor continuously.

Refer to

DPP – v – Jones (1999). This case establishes that “all manner of reasonable activities may go on” on the highway provided that they don't amount to a nuisance or an unreasonable impediment to the primary right to pass and repass.

Westminster Council – v – Moran (1998) Following prosecution for willful obstruction under s137 HA 1980 for placing 'A' Boards on the highway outside Mr Moran's public House, the magistrates dismissed the case on the basis there had been no willful obstruction of the highway as passing traffic was not affected. On appeal by way of case stated the Court was unwilling to say the decision was perverse. It was a matter of fact and degree.

Kent County Council – v – Curtis (1998) This was a prosecution under s137 of the HA 1980 and s28 of Town Police Clause Act 1847). The Court found that the placing of an advertising board on the pavement (without license) was not an obstruction since the owner had acted reasonably

This question was received from Geoff Marlow:

QUESTION 5

When will Surrey County Council adopt Wellington Way, Brooklands?

This road is most useful to Woking residents who wish to travel in a north easterly direction out of the borough, which is why I am asking the Local Committee for Woking to obtain an answer. The road is in perfect condition and compares well with any other single carriageway in Surrey. I use it myself almost every day to get from Byfleet to County Hall but from time to time the private owner closes it, which is very inconvenient.

I believe the road has been offered to SCC, why are we not accepting it?

Paul Fishwick, Local Transportation Manager responded:

Wellington Way, Brooklands Weybridge is within the district of Elmbridge and I have therefore asked my Surrey County Council Colleagues in East Area Highways (Elmbridge) and Transportation Development Control for a response to this question, which has been provided as follows:

"Wellington Way, together with Sopwith Drive in Brooklands were built by the original developers of Brooklands without any formal legal agreement with Surrey County Council as highway authority. Although superficially the roads might appear to be in "perfect condition", the reality is that there are many deficiencies in terms of construction, geometry, signage and lighting. The County will only adopt the road if it is brought up to adoptable standard, and with this in mind, a meeting took place on the 26th January 2007, between Daimler Chrysler, Philip Hammond MP, Elmbridge Borough Council, and Surrey County Council to find a solution to the problem.

Although it was a very constructive meeting, there was an understanding and acknowledgement from all parties that there were presently no public funds available for bringing the roads, margins, structures, and lighting up to adoptable standards. An approximation of these costs was estimated some two years ago, and it was resolved that Surrey County Council would review the absolute "do minimum" safety scheme for Daimler Chrysler to then cost up for possible implementation. It is hope that this might be less than the original estimate in 2005.

A review would then be carried out of the practicality of raising further funds for these works to supplement those already committed to by Daimler Chrysler in their Section 106 Agreement with Elmbridge and Surrey, with the hope that the roads could be adopted upon completion of basic safety works.

The possibility of then diverting further Section 106 Contributions negotiated from future developments within a pre-defined area of Brooklands and its immediate environs would then be explored by Elmbridge as Planning Authority in partnership with Surrey, so that the road and its margins could be brought up to full adoptable standards.

It is therefore hoped that there might be a way forward in respect of the eventual adoption of these two roads, but it is dependent upon more detailed estimates and input from Daimler Chrysler and perhaps other parties in the area."

These questions were received from Cllr Philip Goldenberg:

QUESTION 6

There is still excess speeding in Connaught Road, particularly in the evenings, including lorries speeding over the school zebra.
May we please have some additional enforcement by the movable warning lights and police back-up?

Paul Fishwick, Local Transportation Manager responded:

We do not normally deploy our interactive speed signs in roads that have been traffic calmed – the calming measures being deemed sufficient to reduce vehicle speeds. We will however, discuss this matter with our Police colleagues and carry out speed measurements of a more covert nature to determine whether the reported speeding is actual or perceived before taking any further action. The results would be passed onto the Local Electoral Division Member, and Borough Council Ward Member plus the Chairman of the Local Committee.

QUESTION 7

The roadside ditches along Berry Lane to the east of the small hump bridge which in turn is just to the east of the junction with Blackhorse Road seem to be permanently blocked, thereby causing significant and frequent flooding following even normal rainfalls.

Can they please be cleared?

Paul Fishwick, Local Transportation Manager responded:

We currently have a significant number of drainage issues relating to the condition of highway ditches. Whitmore Lane, Barrs Lane, Chobham Road, Blackhorse Road, Prey Heath Road to name a few. Berry Lane is included on the works list for reviewing and will be attended to as soon as resources are available.