



Minutes of the Local Committee (Woking)
Meeting held at 6.30pm on 21st June 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 Philip Goldenberg
Mr John Doran	Cllr Mohammed Iqbal
Mr Geoff Marlow	Cllr Norman Johns
Mrs Diana Smith	Cllr J Kingsbury
Mr Shamas Tabrez	Cllr Richard Wilson

Part One – In Public

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

23/07 Apologies for absence

Cllr Richard Sharp gave his apologies for absence.

24/07 Minutes of last meetings held on 28 February 2007 [Item 2]

It was noted that the Item on Cycle Route 6 (refer to minute 10/07) has been moved to the meeting on 31/10/2007.

RESOLVED

The minutes of the last meeting of the Local Committee (Woking) held on 28 February 2007 were agreed and signed.

25/07 Declarations of interests [Item 3]

In accordance with Standing order 60, Mr John Doran declared a personal interest in relation to Item 13, Mr Geoff Marlow declared a personal interest in relation to Item 14.

26/07 Standing Orders [Item 4]

Carolyn Rowe introduced the item which set out the local protocol to deal with public questions and petitions to the Local Committee for 2007/8.

Mrs Tinney tabled an amendment to the recommendation to bring the deadline for public questions into line with the new deadline for Member questions at 12 noon four working days before the Committee. This was agreed.

RESOLVED

The Committee agreed to adopt the arrangements set out in the report for handling questions from the public and petitions and, specifically:

Public Questions:

- (i) that written public questions are accepted up to 12.00pm four working days before the day of the meeting
- (ii) that the Committee will accept up to eight written public questions
- (iii) that in addition to the electorate, any young person under 18 who lives within the Woking Borough area is allowed to ask one question at the discretion of the Chairman, within the total allowable number which may be asked at the meeting

Petitions

- (iv) that the Committee will accept a petition containing 50 or more signatures, although in exceptional circumstances the Chairman may use his/her discretion to accept petitions with fewer signatures in cases where it would not be appropriate to get 50 signatures, for example where a proposed scheme affects fewer than 50 properties.
- (v) that Members of the Committee will be allowed, at the discretion of the chairman, to briefly clarify points with petitioners when petitions are presented. If the petition refers to an item on the agenda then Members discussion on the item needs to take place at the relevant part of the agenda.

27/07 Petitions [Item 5]

There was one petition received.

In accordance with Standing Order 64, the Committee received a petition requesting safe footpath crossing of Littlewick Road. The petition was signed by 56 people and was presented to the Committee by Mrs Bronwyn Vine and Mrs Sue Lewis.

The petitioners explained the difficulty experienced by parents and children crossing Littlewick Road to reach the Peter Pan nursery and circulated illustrative photographs taken at the site. The nursery caters for 50 children some of whom have younger siblings and there is limited parking on site. The closest alternative parking is in Goldsworth Park. There is a public footpath crossing Littlewick Road which is set at an angle meaning the road takes longer to cross. Many parents who could walk to the nursery choose to drive because of the safety issue.

In response to a point of clarification regarding the low pedestrian count, it was noted that a lot of parents try to cram their cars onto Littlewick Common to avoid crossing the road. In addition there are many dog walkers who do need to cross the road but would have been there before and after the count took place.

Mrs Tinney thanked Mrs Vine and Mrs Lewis for their presentation. The Chairman used her discretion to respond to the petition at the meeting.

The Local Transportation Manager gave the following response:

This section of Littlewick Road is subject to a 40mph speed limit, and can be busy at peak times. Pedestrians must wait for a suitable gap in both directions of traffic before being able to cross the road.

A zebra crossing at this location would not be suitable because of the speed of traffic. Therefore, if a crossing were provided, it would be a light controlled crossing, which could typically cost around £75,000.

An alternative would be to provide a traffic island, allowing pedestrians to cross the road in two stages. However, there is insufficient room to provide an island without widening the road. This in turn would mean the acquisition of private and/or common land, and perhaps the loss of several mature trees. Any common land needed for the scheme would have to be replaced elsewhere. This could take many years to resolve.

A pedestrian count was carried out at the crossing point on Monday 18 June 2007. Between 08.45 and 09.30, a total of 8 pedestrians crossed the road. This included 4 children. (The nursery opens at 09.15)

Although similar numbers of pedestrians could be expected when the nursery closes, the count would indicate that a formal crossing would not be used by large numbers of pedestrians, even allowing for some pent up demand. It is suggested that a scheme for the provision of a formal crossing be considered for inclusion in the rolling five year programme of works when this is discussed at the Members' Working Group in July.

In the short term, signs warning drivers of pedestrians crossing the road have been ordered. In addition, foliage on the south side of the road will be cut back to expose the overgrown pedestrian direction signs, thus highlighting the position of the crossing point.

28/07 Written Public Questions [Item 6]

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

In response to a supplementary question from Mr Hinks on question 1 regarding the temporary bus stop in Woking High Street, Paul Fishwick responded that if the canopy works are completed by the end of July as indicated by Woking Borough Council the road could be re-opened and buses relocated to their official bus stopping areas.

In response to a supplementary question from Mr Doran on question 2 regarding the planned roundabout at the junction of Church Hill and Arthurs Bridge Road in Horsell, Paul Fishwick responded that insufficient funding was allocated to complete this project last year. However additional funding has been awarded and the carry forward request for the underspend for this roundabout from 2005/6 has now been approved so the scheme can progress.

In response to a supplementary question from Norman Johns on Question 4 regarding the cycle lane in Woodham Lane, Paul Fishwick responded that all development work on highways goes through a road safety audit process and is subject to an independent review.

In response to a supplementary question from Mr Smithson on question 5 regarding the volume and speed of traffic along Beechwood Road, Paul Fishwick said that he had logged his concerns and suggested that Mr Smithson ask his local electoral division member to raise this issue again next year if it is still an issue so that it can be reconsidered, as based on data currently available it is not considered a priority.

In response to a supplementary question raised by Richard Ellis on question 6 regarding the Woodham Lane housing development, Paul Fishwick stated that the Development Control Engineer (DCE) was unable to attend the Local Committee meeting as he was on annual leave but that a meeting between the DCE, Surrey Highways, the local County Councillor, the developer and local residents could be arranged to try and find a solution.

29/07 Written Members' Questions [Item7]

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

In response to a supplementary question from Cllr Peter Ankers on question 1 Paul Fishwick responded that he had sent a written response to the MP for the area. In response to a second supplementary question from Cllr Peter Ankers, Paul Fishwick responded that the Materials Laboratory would be asked to reassess the section of road between Forest Road and Pyrford Common Road by November 2007.

In response to a supplementary question from Cllr Norman Johns on

question 2 regarding the Jack and Jill steps Paul Fishwick confirmed that the new surface would have improved grip. In response to a second supplementary question from Cllr Norman Johns, Paul Fishwick responded that Serco did have a contract for additional leaf sweeping in the autumn and that removal of leaf litter was the responsibility of Woking Borough Council.

In response to a supplementary question from Mr John Doran on Question 3 regarding the additional £1 million to be spent on flooding issues this year, Paul Fishwick responded that the Executive was given a report on 26th March 2007 highlighting the 4 worst locations in Surrey for flooding. These areas are currently being given the highest priority and additional areas will be informed to members as they are identified. In response to a second supplementary question from Mr Doran, Paul Fishwick responded that not all the £1m had yet been allocated and schemes are currently being assessed by the Materials Laboratory.

In response to a supplementary question from Mrs Diana Smith on question 4 regarding provision at the Lakers Youth Centre, Carolyn Rowe responded that David Waine had responded to this question in the absence of David Blake and had judged that a full answer should await David Blake's return as he is best positioned to respond.

In response to a supplementary question from Mrs Diana Smith regarding the possibility of sponsorship being achieved to maintain the SCC owned land at the Garibaldi crossroads, Carolyn Rowe responded that work on sponsorship was not currently being pursued as this land is not public highway. In response to a question from Cllr John Kingsbury whether Woking Borough Council could maintain through Serco, Mrs Tinney requested that Woking Borough Council members of the Committee pursue this further.

In response to a supplementary question from Cllr John Kingsbury on question 7 regarding the providing suitable signage for HG Wells Conference and Events Centre, Paul Fishwick responded that a number of town centre car parks have signage to the HG Wells centre that Woking Borough Council have provided, but he would reconsider and see if anything can be done.

In response to a supplementary question from Cllr John Kingsbury on question 8 regarding the imposition of a vehicle weight of 7.5 tonnes, Paul Fishwick requested that Cllr Kingsbury not write to the chairman of network rail but raise the issue at the planned site meeting with Elizabeth Compton. In response to a supplementary question from Elizabeth Compton on question 8 asking whether something could be done regarding the lights which are dangerous during floods, Paul Fishwick responded this could also be discussed at the planned site meeting.

Executive Functions

30/07 Libraries Staff Review 2007 – Phase 1 [Item 8]

Rose Wilson, Area Manager Libraries, North West Surrey introduced the item on Libraries Staff Review 2007 – Phase 1.

In response to questions from Members, Rose Wilson and Yvonne Rees, Head of Libraries and Culture confirmed:

- designation of the Surrey History Centre would have no effect on Woking library as it would have very different clientele and books.
- lunchtime opening would have no effect on staff in Knaphill library as it is always intended there will be more than one member of staff present.
- There were some initial technical difficulties when calls to libraries were transferred to the contact centre but these have now been resolved. Very few complaints are now received.
- The Surrey History Centre will have the same library technology as in any standard library. There is an extra 0.5 equivalent member of staff working as a library assistant who will also be working in Woking library. In addition the stock held there will be very specific to the Surrey History Centre.

RESOLVED

The Committee agreed to:

1. Support the approach of seeking improvements to opening hours and services through efficiency gains from Self-service new technology:
2. Support the proposed new Group structure – three Groups of libraries, A ('Town' centre), B ('District' Centre) and C ('Local' Centre), with a geographic / strategic approach
Support the resulting improvements in opening hours in Libraries in Woking.

31/07 Annual Highway Maintenance Management Plan 2007/08 [Item 10]

Andy Lobban introduced the report which set out the Annual Highway Maintenance Management Plan for Woking for the year 1 April 2007 to 31 March 2008.

In response to questions Andy Lobban explained:

- the total funding available at county level had been looked at from a northwest point of view and the resulting figure is Woking's allocation. Mrs Tinney added that she had been asked to make the decision on the split and had consulted members as much as possible. Out of the £100k for Woking, £50k was allocated to general carriageway repairs and £50k was allocated to drainage.

- In relation to minor maintenance Community Gangs are only responsible for temporary repairs to potholes.
- In relation to flooding a list of outstanding works is prioritised. Resources are then lined up and a cyclical programme of clearing 12,000 gullies is begun. The resources for this is shared with other districts and this has to be managed.
- Ringway has now changed its sub-contractor for emptying gullies due to unsatisfactory service.

Mr Doran proposed a motion to ask the SCC Executive for additional funding to deal with maintenance issues in Woking. This was seconded by Cllr Ankers and agreed by Committee.

RESOLVED

The Committee agreed:

1. to approve the Annual Highway Maintenance Management Plan for Woking for the year 1 April 2007 to 31 March 2008.
2. To make a recommendation to the SCC Executive to ask for additional funding to deal with maintenance issues in Woking.

32/07 Waiting Restriction Review [Item 11]

Kevin Patching introduced the report to consider proposals to amend the Decriminalised Parking Enforcement Traffic Regulation Order in Woking. Mrs Tinney informed the Committee of a tabled amendment to the recommendations.

Cllr Norman Johns raised concerns in relation to 12412 that traffic crosses on to the other side of the island adjacent to one set of double yellow lines. This was agreed by the committee.

Mr Marlow requested that the single yellow lines proposed in Walnut Tree Lane (12417) be amended to double yellow lines. This was agreed by the committee.

Mrs Tinney raised concerns that the parking bays at the top of Hill View Road (12423) were too close to the corner of the road and requested that the number of bays be reduced to three. This was agreed by the committee.

Mr Marlow requested that the number of parking bays in Park Road (12428), Woking be reviewed as it looked like it would be a lot of cars that would need to be passed if all bays were full. This was agreed by the committee.

Mr Doran proposed that that authority be delegated to the Local Highways Manager, in consultation with the Chairman and Divisional Members, to consider and determine any objections. This was agreed.

RESOLVED

The Committee agreed:

1. to advertise a Traffic Regulation Order under the provisions of the Road Traffic Regulation Act 1984 to implement the changes to existing restrictions and the proposed new restrictions as shown on drawings 12386 and 12387 and 12394 to 12429 inclusive including the following minor amendments made to drawings:
 - 12412 - to join up the two proposed sections of double yellow lines
 - 12417 - to change the single yellow lines to double yellow lines and change the existing single yellow lines in Chertsey Road, opposite Walnut Tree Lane, to double yellow lines and extend them southwards by approximately 5 metres.
 - 12423 - to change the number of parking bays at the top of Hill View Road from four to three.
 - 12428 - to consider lessening the number of parking bays following an onsite meeting with the Divisional Member.
2. to advertise a Traffic Regulation Order under the provisions of the Road Traffic Regulation Act 1984 to implement the changes to the Woking Controlled Parking Zone boundaries as detailed in the Woking Borough Council Executive Woking Controlled Parking Zone Review report dated 12 April 2007, approved by the Woking Borough Council Executive and shown at Annex B to this report.
3. to advertise a Traffic Regulation Order under the provisions of the Road Traffic Regulation Act 1984 to increase the cost of Residents' On-Street Parking Permits, as detailed in the Woking Borough Council Executive Fees and Charges report dated 30 November 2006, approved by the Woking Borough Council Executive and shown at Annex C to this report.
4. that authority be delegated to the Local Highways Manager, in consultation with the Chairman and Divisional Members, to consider and determine any objections.

33/07 Walking and Cycling Strategy for Woking 2007 to 2012 [Item 12]

Paul Fishwick introduced the report which outlined the Walking & Cycling Strategy for Woking for the next 5-years

Cllr Peter Ankers asked whether any public consultation had yet been undertaken in relation to cycle route 6. Paul Fishwick responded that this would begin in September and reported to Local Committee on 31 October 2007.

Paul Fishwick gave further detail on the £26k increase in the Local Transport Plan funding which is an additional uplift which has not yet been allocated but could be used for a cycle project. He explained the funding has to be used for integrated transport work, so it could be spent on

bringing forward a scheme, but he felt that it is best spent on the Basingstoke Canal Project, which should assist with a Woking Cycle demonstration Town application.

It was noted that the Canal Authority is fully supportive of additional cycling along the towpath.

Paul Fishwick confirmed that cycle stands at stations would be undercover where possible.

Andrew Crisp queried what progress had been made towards the target of increasing cycle trips by 20% by 2010/11. Paul responded that a push was required and achieving cycle demonstration town status would assist with that. SCC is also training children in school to cycle and cross the road safely and this should also help.

It was noted that Byfleet and New Haw station is actually based outside the borough boundary in Runnymede.

RESOLVED

The Committee agreed

- (i) That the Woking Cycle & Walking Strategy 2007 to 2012 is approved
- (ii) That the £26,000 additional funding provided by the delegated Local Transport Plan budget is allocated to the planned Regional East – West Route (Basingstoke Canal Project).
- (iii) That the £63,000 provided by the Central & Policy budget towards the planned Regional East – West Route (Basingstoke Canal project) is Noted.
- (iv) That the Local Highway Manager in consultation with the Chairman and Electoral Division Member(s) agree the details of each individual scheme, prior to construction

34/07 Joint Road Safety Strategy Local Action Plan for Woking 2007/2008 [Item 13]

In accordance with Standing Order 60, Mr John Doran declared a personal interest in this item.

Mr Paul Fishwick introduced the report which set out the Road Safety Strategy Local Action Plan for Woking for 2007/2008.

[Cllr Ankers left at 9.05pm]

Paul Fishwick explained that there had been a dip in the casualty figures in 2003 and that pooling of resources in future will improve matters with more focus on the worst places. There is an advertising campaign aimed at 18-25 year olds to reduce drink driving as well as those driving under the influence of drugs. This is in conjunction with encouraging the use of public transport.

It was noted that an additional £450,000 would be available for Vehicle Activated Signs in Surrey, with £240k being available in the West Surrey highways area. The criteria for the placing of these signs is currently being drawn up. Local County Councillors will be asked for locations which meet the criteria.

RESOLVED

The Committee agreed:

- (i) that the Local Committee adopts the 2007/08 Local Action Plan for Woking as indicated in Annex A
- (ii) that the Local Action Plan is updated on an annual basis around April / May each year to create a forward programme for the forthcoming financial year.

35/07 Allocating Local Committee Funding: Members' Allocations [Item 14]

In accordance with Standing order 60 Mr Geoff Marlow declared a personal interest in this item.

Members raised concerns that there was insufficient information on the legal ownership, planning status and additional funding provision to support the bid from the 1st St John's scout group for an equipment store, and therefore asked for the decision to be deferred until further information was available.

Concerns were raised about the bid from Cornerstone as the organisation received a substantial allocation from the Local Committee in 2006. It was agreed that this bid would be reconsidered at the end of the financial year, if there was sufficient funding still available.

Mrs Tinney referred to the additional money being made available for Vehicle Activated Signs in the county. It was agreed that if funding was available for this sign through the central fund for VAS, then it should be taken from that source rather than the Members Allocation Fund.

Following agreement from the Committee, an amendment was made to recommendation a(ii) to say that consultation should take place with

all Woking County Councillors, rather than just the local Member at the Local Committee Chairman.

RESOLVED

The Committee agreed to:

- a. Agree the following additional local criteria in relation to bids being approved under delegated authority:
 - (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 all Woking County Councillors if the funding is required prior to the next formal meeting of the Local Committee.

Agree the criteria to be considered for Members' Allocations set out in Annex 1 c. approve the following expenditure from the Members' Allocation budget 2007/08

1	Friends of Byfleet Library	£2,500
2	Byfleet Village Farm and Produce Market	£1,000
3	South West Woking Assisting Neighbours	£500
4	Equipment Store – 1st St John's Scout Group – this was deferred until the 31 October 2007 to allow the scouts to provide more detailed information.	
5	St John's Cornerstone Centre double-glazing – this was deferred until the meeting on 20 February 2008 and would be considered if there was any funding still available	
6	Woking Salvation Army	£4,005
7	Byfleet Care – Recruitment Campaign	£500
8	Vehicle Activated Sign – This was agreed, but if funding was available for this sign through the central fund for VAS, then it should be taken from that source rather than the Members Allocation Fund.	£5,000
9	Rainbow Tots – soft play equipment	£1,774.47

- c. The Committee noted the advice from Legal Services regarding the use of Local Committee funding for the provision of residential parking set out in Annex 2

36/07 Members' Allocations 2006/07 Overview [Item 15]

RESOLVED

The Committee noted the report

37/07 Forward Programme [Item 16]

Members asked if South West Trains, Arriva and Countrywide could be invited to a private meeting of the Local Committee to discuss how public transport in Woking could be improved through joint working. This was agreed.

It was also noted that the deferred item on the Quality Bus Partnership would be moved to the meeting on 31 October 2007.

RESOLVED

Agreed the forward programme

38/07 Quality Bus Partnerships and Bus Services in the Woking Local Area [Item 9]

This item was deferred until the next meeting

[The meeting ended at 9.45pm]

Chairman

SURREY COUNTY COUNCIL LOCAL COMMITTEE (WOKING)

21st June 2007

Public questions

This question was received from Neville Hinks:

QUESTION 1

"With the likelihood of Woking High Street remaining closed to traffic until some time between the end of September and Christmas 2007, due to the refurbishment of the town-side of the Station, would the Officers please advise me as to the progress being made with my request for the installation of just one Bus-Boarder (raised kerb) at the Temporary Bus-Stop, necessitated by this road-closure.

Several wheel-chair users, including myself, have fallen out of their chairs, or had a very close shave, whilst trying to board buses from the existing kerb-line over the last two or three months.

I therefore earnestly request the Committee to agree to the necessary minor works being carried out without further delay, thereby minimizing the possibility of more hurt and difficulty for wheelchair users."

Paul Fishwick, Local Highways Manager responded:

The High Street was first closed on the 26th March 2006 to enable utility diversionary works linked to the Canopy construction, to be undertaken. During September 2006 the official Bus Stops (Stops 1 to 6) adjacent to Woking Railway Station located in The Broadway were suspended due to the Canopy Works, temporary relocation of the South West Trains ticket office and the temporary relocation of the taxi rank. The buses have since been operating from the most eastern bus lay-by originally reserved as a Bus Standing area.

This arrangement, agreed by Surrey County Council, Surrey Police, Woking Borough Council and the Bus and Taxi operators, was due to continue until the completion of the Canopy works, which were at that time anticipated to be complete by the end of March 2007.

However, these works have not been completed on time and the road remains closed. The latest anticipated date for the completion of the Canopy is estimated to be the end of July 2007.

Legally the current Temporary Road Closure Order ceases on the 22nd September 2007 and the road **MUST** be opened on the 23rd September and remain open for at least 3 months before any new Temporary Road Closure Order is put in place.

It is understood that South West Trains wish to carry out refurbishment of the Railway Station, which may or may not require a road closure. Further details from South West Trains are still awaited.

The raising of the kerbs in the Bus Standing area, currently used as a temporary bus stop, does not allow for an easy solution, as the works would also involve the removal of the pedestrian crossing build out. This would create a hazard to pedestrians crossing between buses.

With the above in mind, if the Canopy works had been completed before now, the buses would have been relocated to their official bus stopping areas, which have raised kerbing. The estimated time provided by Woking Borough Council on the completion of the Canopy is now the end of July 2007 and therefore the road would be opened to traffic and the buses relocated to their official bus stopping areas.

This question was received from Ann-Marie Baker:

QUESTION 2

How much money has been spent on the design and preparation work for the planned roundabout at the junction of Church Hill and Arthurs Bridge Road in Horsell? Why has the work stopped? When will the roundabout be finished?

Paul Fishwick, Local Highways Manager responded:

The planned roundabout at the junction of Church Hill, Brewery Road, Arthurs Bridge Road was designed during 2004/05 at a cost of £7,890. Preliminary works such as electrical supply connections to feeder pillars were carried out during 2006/07 but since then the scheme has been awaiting sufficient funding to undertake the main part of the project.

The County Council Executive approved funding for this scheme on the 19th June 2007 and therefore I am please to inform Ann-Marie Barker and the Local Committee that these works will be programmed to be constructed during 2007/08 financial year. The exact date for the construction will be

made available in the Local Committee Members monthly works briefing paper.

This question was received from Berni Elbourn on behalf of Westfield Hoe Valley Residents Association:

QUESTION 3

We fully support the proposed double yellow lines in Westfield Avenue. Upgrading the restrictions near David Lloyd and the Football club are very welcomed too. Please advise when they will be implemented if approved.

Residents observe that double yellow lines are not providing a 100% deterrent. This is particularly apparent near Schools, Sports clubs and in Woking Park so we request that these and existing restrictions are backed with stronger and ongoing enforcement especially at peak times.

To monitor line effectiveness we request some statistics showing how many enforcements are being made over the next year in the areas of the Westfield by street and also Woking Park.

We request that the local committee note residents concerns about proposals which would lead to the change of open status relating to the green areas in the proximity of the Westfield School Bonsey Lane. Note: WBC planning process is not involved.

We also request a copy of the minutes

Paul Fishwick, Local Highways Manager responded:

If our proposals are approved, it is our intention to make the necessary Traffic Regulation Order during July and August and we hope to be able to mark the lines on the road in September / October 2007.

Your observation that the existing double yellow lines are not providing 100% compliance is noted. However, such levels of compliance would only be achieved with the permanent presence of a Parking Attendant. Unfortunately, with a total complement of only 4 Parking Attendants to police all of the waiting restrictions of the borough outside the Controlled Parking Zones, it is not possible to deploy this level of resource.

The waiting restrictions in the Westfield Avenue area are patrolled to the same level as equivalent restrictions elsewhere in the borough with the addition that whenever there is a home football match special enforcement patrols are also carried out to combat football parking. Evidence of the level of enforcement is borne out by the fact that since decriminalised parking enforcement was introduced, in July 2005, 149 Penalty Charge Notices have been issued to vehicles parked in contravention of the restrictions in roads in the immediate area.

With regard to your request for information about enforcement action in the future if you could be specific about what enforcement action you want recorded and reported on i.e. patrol visits, vehicle observations or PCNs issued, and in what streets, officers will be able to arrange for these records to be maintained and subsequently reported on.

Whilst copies of the minutes of this meeting can be provided, it should be noted that the minutes of all of the meetings of the Surrey County Council Local Committee (Woking) are available in pdf format on the Surrey County Council website (www.surreycc.gov.uk/woking).

This question was received from Roy Benson, Chairman of Woking Cycle Users Group:

QUESTION 4

We would like to register our support for the Cycling and Walking Strategy which you are discussing during the June meeting of the committee. We believe the effects on the Borough will be far reaching and very beneficial in these days of serious traffic congestion, poor health and worrying concern over climate change.

However, we would like to draw your attention to the fact that often after cycle facilities have been constructed at some cost to the taxpayer they are then removed without any warning.

A case in point is the cycle lane along Woodham Lane where the cycle lane has been removed to allow a right turn for a small development. Although the cycle lane was not perfect it has nonetheless helped many residents use their bicycles when previously they had to use their cars.

When the cycle lane was implemented we were told by the Local Transportation Service that eventually the cycle facility would be improved, especially in the vicinity of Martyrs Lane. The inclusion of 'pinch points' has always been dangerous for cyclists but particularly so on roads with high vehicular speeds such as Woodham Lane.

The recent removal of the cycle lane has created greater dangers for cyclists by the severe narrowing of the road. Essentially the safety of cyclists has been exchanged for a few seconds of motorists' time.

As the Cycling and Walking Strategy will be looking at new infrastructure we would like to be reassured that any road works intended to make life safer should NOT be removed without consultation and then only if the new arrangement is even safer.

The Joint Road Safety Strategy which you are also discussing at the meeting, specifically states as an Aim in the Action Plan for Woking "To reduce road casualties in the Woking area, especially vulnerable road users and children". We regret to say that this Aim has already been disregarded by the removal of the cycle lane.

Paul Fishwick, Local Highways Manager responded:

I would first like to thank the Woking Cycle Users Group for their cooperation and support in developing the Walking & Cycling Strategy for Woking.

The process on planned development work is that Woking Borough Council as Planning Authority consults with the Highway Authority, namely Surrey County Council over Planning Applications. The County Council Development Control Team responds to Woking Borough Council within a very tight timescale and therefore would be unable to consult with outside organisations / groups.

The Development Control Engineer that covers the Woking Area is currently on leave and I have been unable to obtain the details of the Highways response on the Planning Application in question. I will however, obtain these details for Roy Benson and forward them in the near future.

This question was received from Daniel Smithson:

QUESTION 5

Can the Council provide an undertaking that they will investigate the available options to reduce the volume and speed of traffic along Beechwood Road, construct a timetable for action to develop and implement a solution and nominate a contact within the Council who will deal with the issue and who the residents of Beechwood Road can contact in relation to it?

Paul Fishwick, Local Highways Manager responded:

Residents raised this matter in similar terms during 2004 and officers carried out surveys at two locations. Between Barnby Road and Beechwood Close southbound the 85th percentile speed was 25 mph and an average 1022 vehicles were recorded in a 24-hour period. Northbound the speed was 25 mph and the vehicle volume 1200.

The second location was between Woodside Close and Herbert Crescent where southbound the recorded speed was 28 mph and an average 1012 vehicles in the 24-hour period and northbound 27 mph and 1200 vehicles.

Further examination of the data revealed no high vehicle numbers in the peak periods. The results did not show cause to take any action at that time. No injury accidents are recorded throughout the length of Beechwood Road in the last three years.

Taking the above into consideration, currently there is no intention to carry out further surveys or instigate any measures.

This question was received from Richard Ellis on behalf of residents in Laurel Crescent:

QUESTION 6

489-499 Woodham Lane Housing Development near Martyr's Lane - Resident's Question

a. Considering local road safety issues and the expressed support and encouragement of cycling by the Surrey and Local Councils...

Can some remedial actions be taken to mitigate the effect of the removal of cycle lanes at the new road layout junction on Woodham Lane for the above development?

Such measures could include protection of cyclists along this stretch of road, permanent and illuminated road signage at the new funnelling of this busy main road into two narrow traffic lanes at the brow of the hill

b. It is understood that the new road junction at the new housing development in Martyr's Lane has to pass certain visibility standards and specific criteria on minimum sight-lines for vehicular traffic turning right across a main road traffic flow.

Can we be assured that approval of this road junction has been made on undisputable results of such tests, recognising the fact that the junction is at a significant dip in this part of Woodham Lane?

If so, can the residents and councillors have access to these results?

Paul Fishwick, Local Highways Manager responded:

The process on planned development work is that Woking Borough Council as Planning Authority consults with the Highway Authority, namely Surrey County Council over Planning Applications. The County Council Development Control Team responds to Woking Borough Council within a very tight timescale.

The Development Control Engineer that covers the Woking Area is currently on leave and I have been unable to obtain the details of the Highways response on the Planning Application in question, which would cover the details in question b. I will however, obtain these details for Richard Ellis and forward them in the near future.

In relation to question a) the measures suggested would need to be placed within the Works Programme for investigation.

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (WOKING)

21 June 2007

Member questions

This question was received from Cllr Peter Ankers:

QUESTION 1

Old Woking Road in Pyrford between Sheerwater Rd and Forest Road had the 'quiet surface' put on it about 7 years ago and it was surface dressed last year because of the deterioration of the 'quiet surface'.

When will the following two areas of Old Woking Road in Pyrford be attended to and with what type of surface :

(i) The portion between Forest Road and Pyrford Common Road which also had the 'quiet surface' on it and is now in a poor condition.

(ii) The portion between Pyrford Common Road and East Hill, which is probably the most heavily used part of Old Woking Road, and which has no attention to it for at least 10 years. The road surface on this is also dreadful.

Paul Fishwick, Local Highways Manager responded:

Re (a) Forest Road to Pyrford Common Road

We will request the Materials Laboratory to assess this section, with a view to inclusion on the Major Maintenance Rolling Programme.

Re (b) Pyrford Common Road to East Hill

This section is already on the Major Maintenance Rolling Programme, but although it was provisionally nominated to be resurfaced this year, it did not make the County's final list. It remains on the rolling programme, and will be put forward again as a high priority candidate for next year.

The treatment will be to plane out and resurface, as the condition has already been recognised as having deteriorated beyond the point where surface dressing will usefully extend its life. The likelihood is that a conventional material will be used, as concerns remain about the wearing qualities of porous quiet surfacing - as demonstrated by the deterioration of Parvis Road.

In the meantime, we will continue to carry out localised repairs in accordance with Surrey standards.

This question was received from Cllr Norman Johns:

QUESTION 2

Jack and Jill Steps- Linking Heathfield Road to White Rose Lane

The student forum members at the St John the Baptist School presented a petition to this committee on 15 June 2006. This requested that attention be given to the extremely dangerous slip hazard on the sloping steps.

The report conclusions were-

[1] The lower section has an acute problem in certain weather conditions especially in the wet and during leaf fall. The lower 93 meters be resurfaced to improve the grip for the large number of school and college students and residents that rely on this footpath which is the only direct pedestrian route between Heathside and South Woking.

[2] The committee Chair and the author of the report would be visiting the S.J.B School to meet the student forum members

It is now 1 year later, will the chair indicate-

[a] If the funding is now available

[b] What was the student forum response when told that nothing was to be done to remedy the "acute danger" on the steps.

Paul Fishwick, Local Highways Manager responded:

Reply to Question (a) – Funding

Funding is available and the work is included in the programme as shown in Annex 1 of Item 10, The Annual Maintenance Management Plan.

Members may be aware that funding was allocated and works planned in the last financial year, but it was not possible to undertake the surfacing because of a landslip from adjacent private property. It is anticipated that the work will be carried out in the autumn as part of the footway programme, but actual dates have not yet been determined.

Reply to Question (b) - Student forum response

Currently the Chairman and officer responsible for the original report (15 June 2006) have not visited the Student Forum as they are awaiting an official invitation.

It should be noted that the visit to SJB was to discuss generally the Committee process in particular the position of Members and Officers in the process. In addition they would emphasise the schools own responsibility for keeping the path clear and reporting any problems.

This question was received from Cllr John Doran:

QUESTION 3

There have been numerous incidents of flooding in the last year in Woking and Horsell in particular. Could the committee be told which officers will be responsible for dealing with flooding issues? The Executive announced that £1 million will be spent on flooding issues this year. Could the committee be told how much will be spent in Woking and on what?

Paul Fishwick, Local Highways Manager responded:

Re Question (a) – The day-to-day work on flooding within the Woking Area will be dealt with by the new Community Highway Officer role, in which Woking has two. If additional resource or expertise is required, the Maintenance Engineer can be called upon. The Local Highway Manager may also play a part in flooding issues as well. The Constructor could be called upon during Emergency situations and if this escalates the Borough Council and Environment Agency would be involved in serious flooding incidents.

Re Question (b) – Funds for Flooding in Woking

Funding for capitalised drainage schemes is being allocated centrally, on a County-wide basis.

At the present time, for Woking area, Carhouse Lane (the repair and improvement of the critical piped section linking the low point of carriageway to the open drainage system to the north of Burnt Barn), has been included in the drainage programme for this year, as shown in Annex 1 of Item 10, The Annual Maintenance Management Plan.

Works are expected to cost approximately £50,000, but we are awaiting the finalised design and quote.

As and when funds permit, our rolling list includes ditching works in Berry Lane, Saunders Lane, Prey Heath Road, Pyrford Road & Lock Lane, Blackhorse Road, Whitmoor Lane and Egley Road.

These questions were received from Cllr Diana Smith:

QUESTION 4

What is the current schedule of activities for young people at Lakers Youth Centre, Goldsworth Park? How is it planned to use the building over the school summer holidays? What schedule of activities is planned for the Autumn?

David Waine, Area Youth Manager responded:

Unfortunately, the full time staff for this area are on annual leave and I am therefore unable to get an accurate and up to date picture of what is currently on offer at Lakers Youth Centre. I will ask David Blake, Youth Development Officer - Woking to update me on his return and will forward this information to Mrs Smith.

We have recently been successful in appointing some sessional staff as well as a new Leader in Charge at Lakers. There are some evening sessions currently being delivered and we intend to expand and develop these in the autumn once the new staff team has bedded in. In addition the centre is used by the Youth Development Service to deliver a range of daytime projects working with young parent groups and targeted groups from schools.

The Youth Development Service is usually involved in a range of summer activities across the borough. Link Leisure have used Lakers in the summer in the past but I can't confirm they are doing so this year, but will ensure an answer to this question is part of the response to Mrs Smith.

QUESTION 5

What arrangements have been made for the maintenance of the SCC-owned land at the Garibaldi Crossroads through the 2007 growing season?

Steve Evans, Valuations Manager responded:

The land at Garibaldi Crossroads is a parcel of land declared surplus to requirement when the management of the Countryside was transferred from Surrey County Council to Surrey Wildlife Trust and is now in the responsibility of Estate Management and Planning at the County Council. A reactive maintenance service is provided on all such land. If there are health and safety concerns then it should be notified and arrangements made for grounds maintenance work to be carried out.

Paul Fishwick, Local Highways Manager added:
The sight line for traffic is cut on a regular basis.

This question was received from Cllr Phillip Goldenberg:

QUESTION 6

Can I please have a follow-up to Question 6 (set out below) asked by me at the last meeting of the Committee?

‘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 Highways Manager responded:

In August 2006, our Police colleagues deployed a speed measuring device in Connaught Road and recorded an 85th percentile speed of 35 mph / average speed of 30mph. This information was reported verbally at the 28 February 2007 meeting on the Local Committee.

We have not yet carried out any further measurements; as reported to the 28th February 2007 meeting, we do not usually deploy our interactive speed signs in traffic-calmed roads. However, we will soon be taking delivery of some equipment similar to that used by Surrey Police, which is more covert in nature than the flashing signs and the recorded speeds, therefore, are less likely to have been influenced by the signs. These signs are being funded from the VAS £10,000 allocation approved at the 28th February Local Committee.

We will deploy the equipment as soon as possible during the new school year and will discuss with Councillor Goldenberg where along the road he would prefer to see the data recorder used.

These questions were received from Cllr John Kingsbury:

QUESTION 7

As a matter of urgency, could suitable signage be provided for "HG Wells Conference and Events Centre", including parking at Victoria Way Car Park, from the Six Cross Roads Roundabout and Chertsey Road leading into Victoria Way, Woking? Visitors to Woking find it almost impossible to find HG Wells let alone which car park to use!

Paul Fishwick, Local Highways Manager responded:

The H.G. Wells Conference and Events centre web site provides detailed directions to Woking Town Centre. Drivers are advised to park in the Victoria Way Car Park and use the direct bridge link from level 4 into the centre. The car park is signed from various locations on the approach roads including space availability. Pedestrians are given detailed directions from the Train and Bus Stations. One assumes that persons attending events will be provided with these directions. A survey of the finger posts, provided by the Borough Council within the Town Centre, indicated that additional fingers might be useful in particular from the west side of the town centre. In addition the entrance to the centre might be considered indistinct and its position could be given more prominence.

Currently there is no intention to place additional signs on the highway specifically for the centre.

QUESTION 8

When will the permanent works start for the strengthening, improved drainage and installation of upgraded traffic lights on St Johns Hill Railway Bridge?

Paul Fishwick, Local Highways Manager responded:

This bridge was assessed, along with all other road over rail sites in Surrey, following the publication of DfT guidance on minimising the risks of vehicle incursion onto railway lines. This site was ranked as having a very high risk and it was appropriate to install interim measures whilst consultation and design work proceeded on a permanent solution. The Woking Local Committee approved a permanent scheme on 20 October 2005.

It is acknowledged that the location does have a drainage problem, which was exacerbated by the installation of the interim measures. It is my understanding that modifications have now been made to the barriers and drainage system, which has relieved the situation.

The bridge has also had a structural assessment as part of the national Bridgeguard 3 programme. This work is not yet finished but the indications are that it will have a provisional assessment of 7.5 tonnes. Once the assessment is complete it will then be necessary to carry out a feasibility study with Network Rail to determine the most effective strengthening solution. It would be very wasteful of resources and create unnecessary local impact to proceed with the permanent traffic solution before a strengthening scheme is developed.

The County Council is currently discussing a comprehensive five-year programme with Network Rail, but it should be noted that this would need to 'tie into' rail possession orders, which can take several years. However, this site is likely to be one of the less complex projects so it is possible that a start could be achieved in 2009/10.

With reference to the interim period, I am arranging a site meeting with the Structures Team Manager in the near future to consider any further amendments that could be made to the site during this interim period.