



Minutes of the Local Committee (Woking)
Meeting held at 6.30pm on 31st October 2007
at
the Council Chamber, Civic Offices, Woking

Members present:

Mrs Val Tinney	Chairman
Mrs Elizabeth Compton	Vice Chairman
Mr Andrew Crisp	Cllr Peter Ankers
Mr John Doran	Cllr Philip Goldenberg
Mr Geoff Marlow	Cllr Mohammed Iqbal
Mrs Diana Smith	Cllr Richard Sharp
Mr Shamas Tabrez	Cllr J Kingsbury
	Cllr Richard Wilson

Part One – In Public

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

39/07 Apologies for absence

Cllr Norman Johns gave his apologies for absence.

40/07 Minutes of last meetings held on 21st June 2007 [Item 2]

RESOLVED

The minutes of the last meeting of the Local Committee (Woking) held on 21st June 2007 were agreed and signed.

41/07 Declarations of interests [Item 3]

In accordance with Standing order 60, Mr Geoff Marlow declared a personal interest in relation to Item 19.

Mrs Val Tinney informed the Committee that she is also a Woking Borough Councillor.

42/07 Petitions [Item 4]

There were two petitions received.

Petition 1

In accordance with Standing Order 64, the Committee received a petition requesting changes to the pedestrian crossing on Lockfield Drive at the junction with Well Lane.

Mrs Diana Rankin outlined the petition which was signed by 89 people. There are two sets of lights within 15 metres approaching the Well Lane intersection while heading west on Lockfield Drive away from the town centre. Many drivers appear to believe that the two set of lights are the same. If a car goes through an amber light at the first set of lights then by the time they reach the second set the light is red and the pedestrian light is green yet the cars continue on. A blind child also used the crossing. The following solutions were proposed by the petitioner:

1. A delay of 3-5 seconds be introduced to the pedestrian light
2. Indication be introduced that this is a school crossing
3. A camera be installed to catch cars disobeying the lights

Mrs Rankin also expressed the wish that the road be reduced to one lane and stated that she would like to see clearer visual indication of safe crossing as the current signage was very low.

Mrs Tinney thanked Mrs Rankin for her presentation. The Chairman used her discretion to respond to the petition at the meeting.

The Local Highways Manager Paul Fishwick gave the following response:

Immediately after receiving the petition in early July 2007 officers consulted Traffic Signal colleagues and the intergreen at the crossing was extended. The results have been favourable. However these changes cannot be permanently saved within the traffic signal controller without physically changing part of the control panel. It will therefore be necessary to replace this part of the controller at the cost of £2,500. If this money is to be spent – two further alterations are recommended

1. The junction signal head on Lockfield driving heading away from town should change to red before the crossing signal
2. Pedestrians should cross during an “all –red phase”

Regarding the height of the visual signs Mr Fishwick stated that this was a requirement of a Toucan crossing as it was being used by cyclists. It would not be possible to amend the crossing to a pelican crossing.

Mr Kevin Patching added that although it will not be possible to reduce the carriageway to single lane it may be possible to use hatched markings to block out one of the lanes. Mr Doran supported Mrs Rankin and the further changes and suggested members allocation could be used to cover the costs of the hatched lines. Mr Patching explained that there may be further costs if changes to the signal loop were required and he would investigate further.

RESOLVED

The Committee agreed that:

£2,500 is allocated from the 'Emerging Safety Problems' budget (Local Transport Plan Integrated Transport), to carry out works to the controller to enable the revised timings on the toucan crossing to be made permanent.

Petition 2

In accordance with Standing Order 64, the Committee received a petition requesting reinstatement of a "quiet" surface on the B382 Old Woking Road between Blackdown Avenue and Sheerwater Road.

The petition was received from the Hacketts Lane Residents Association and was been signed by 200 people. Mr Richards thanked the officers for the written response and assumed reinstatement will be swift.

The Local Highways Manager Paul Fishwick gave the following response:

The petition from the Hacketts Lane Residents Association was also copied to Humphrey Malins MP who met with the County Council's Chief Executive Dr Richard Shaw. Following this meeting, discussions between various parties have resulted in a decision to resurface the road to restore a quieter surface. Various options have been considered to reduce the noise level of the current surface and the solution is to plane off and replace with a quieter "thin" surfacing material. Current cost figures indicate that to plane and replace this area will cost in the region of £270,000. If budget approval is given by mid-November the work will be ordered for delivery by the end of March 2008.

Mrs Tinney stated that the written response referred to the road as the B362. The correct number for the road is the B382.

In response to a question asking what the criteria were for awarding the funding for this work as Shores Road has a similar problem but no funding is available, Mr Fishwick responded that the funding was coming from the central budget and the decision would be made by the Executive.

NOTED

It was noted that the decision to resource the quiet road surface is to be taken by SCC Executive in November 2007.

43/07 Written Public Questions [Item 5]

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

Question 1. In response to a supplementary question from Mr Palgrave on whether the Surrey scheme would work in the same manner as the scheme in Essex and asking when the scheme would start, Mr Fishwick stated that the report on the PFI to the Surrey County Council Executive had been deferred until January 2008. Mr John Doran clarified that it was necessary to specify types of outcomes rather than types of technology as this would be illegal.

Question 2. In response to a supplementary question from Mr Mir, Mr Kevin Patching stated that the responsibility for the yellow lines in Portugal Road lies with Woking Borough Council.

Question 4. In response to a supplementary question from Cllr Hunwicks on when work would start Mr Fishwick stated that the start date would depend on any objections but if there were none then work on the CPZ and double yellow lines in Horsell would start from mid-January, weather permitting.

Question 5. In response to a supplementary question from Cllr Sharpley on whether other measures have been looked at e.g. 20 mph limits or flashing hazard lights, Paul Fishwick expressed his gratitude to Surrey Police for working with Surrey County Council on the issue and said that the results of the existing measures would be reviewed before any other options were considered. A 20 mph limit may not be possible as the traffic would already need to be travelling around that speed or engineering measures introduced.

Question 6. In response to a supplementary question from Mr Smale on whether it was regular practice not to record visibility measures and if this could be done and made public, Mr Fishwick stated that this would be included within the safety audit. In response to a second supplementary question from Mr John Doran on what would happen if the safety audit finds a problem Mr Fishwick stated that if the problem was in the agreed plan the developer would need to fix the problem. Otherwise the specific results of the audit needed to be seen before Mr Fishwick can comment further.

44/07 Written Members' Questions [Item 6]

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

Question 1. In response to a supplementary question on whether the work on Pyrford Common Road to the north or East Hill could be brought forward, Mr Fishwick responded that the timetable was currently provisional and that if more funding became available it could be reviewed. Mr Fishwick agreed to produce a briefing note once the budget was known.

Question 2. In response to a supplementary question asking whether the Business Development Review at Surrey County Council was the primary reason for the delay, Mr Fishwick responded that the Business Development Review has not been the main factor affecting the Traffic Orders but that flooding and foot and mouth had had the main impact.

Question 3. In response to a supplementary question expressing disappointment with the written answer, Mr Fishwick stated that if the land belongs to Woking Borough Council they could apply directly to the Secretary of State.

Question 4. In response to a supplementary question asking when the work would be undertaken in St Johns. Mr Fishwick explained that the work would occur some time in the financial year but the specific time had not yet been determined.

Question 5. In response to a supplementary question on whether a system could be set up to determine long-term problems, Paul Fishwick agreed to discuss the possibility with the Streetlighting Officer.

Question 6. In response to a supplementary question on whether the toilet in the Market Square had been illegally connected, Mr Fishwick responded that he was not suggesting the toilet had been illegally connected but that the problems coincided with the removal of the toilet. The problem would be fixed by linking in with the Cawsey Way surface water system.

Executive Functions

45/07 Community Safety Annual Report [Item 7]

Carolyn Rowe introduced the report and introduced Inspector Lynette Shanks and Camilla Edmiston from Woking Borough Council who jointly presented the report to the Committee.

Mr Geoff Marlow congratulated the CDRP for the work that had been done and expressed a desire for more "No Cold Calling" zones. He remarked that the £200,000 budget allocated to the CDRP represented very good value for money. Camilla Edmiston responded that the "No

Cold Calling” zone in Maybury was a pilot and that this would be assessed before a decision on further zones was made.

In response to a question on why the report said vehicle crime is down but that the annex showed vehicle crime had increased Inspector Shanks explained that there were a number of types of vehicle crime such as theft of or from a vehicle and vehicle interference and the differing figures related to different types of crime. In response to a question on how many successful prosecutions and detections there had been for domestic violence Inspector Shanks responded that the detection rates are high compared to other crimes as the perpetrators were known offenders. Inspector Shanks offered to provide the exact figures.

In response to a question on how the police are looking to use Section 30 orders during the summer holidays Camilla Edmiston explained that evidence was needed to request a section 30 order so these could not be planned in advance. For restricted alcohol zones a designated public places order could be used but this could be lengthy to implement. Three are currently in place and one is being implemented in Goldsworth Park. Mr John Doran expressed concerns of drinking and some drug taking on Wheatsheaf Common but thanked for the police for their community policing in Horsell in particular PC Josh Parish for the work he has done. He asked what could be done to improve the public’s perception of safety. Inspector Shanks responded that crime in Horsell has fallen and plans are in place to address the problems on Wheatsheaf Common. She suggested that good news should be promoted more to make people feel safer. Carolyn Rowe stated that Runnymede Borough had tried positive publicity for safety but that this can give the wrong message and the public can be more influenced by national problems in the press.

In response to a question on whether there are any plans to address criminal damage and common assault limits Inspector Shanks responded that it is difficult to detect criminal damage. Common assaults are up but serious injuries are down this is because problems are being addressed earlier with fixed penalty notices.

RESOLVED

To facilitate timely decision making in response to fast moving trends in patterns of crime and disorder locally the Committee:

- (i) Noted the progress made in promoting community safety in Woking, and the latest crime statistics;
- (ii) Delegated responsibility for expenditure of the County Council’s local crime and disorder funding in Woking to the Area Director;
- (iii) Endorsed the importance of the contribution of all services to community safety in Woking;
- (iv) Commented on any issues of concern arising from the report or information presented.

46/07 Surrey Fire and Rescue Service's Activities in Woking (Annual Report) [Item 8]

Neil Owen introduced his colleague Steve Murray and presented the report to the Committee.

Mrs Tinney thanked Mr Owen and commended the work that had been done by the Fire and Rescue Service.

In response to a question from Mrs Compton on why the Schools' Education Programme only referred to Years 2, 5 and 9, Mr Owen responded that it was a very structured programmed based on these ages.

Mr Geoff Marlow asked Mr Owen if he was aware of the Southern Fire and Rescue Service and whether he approved. Mr Owen responded that he did not really approve as trained firefighters are aware of the latest problems and needs. The Southern Fire and Rescue Service is a private organisation that is there to make money and the firefighters may not be trained. It is also unregulated.

Mr Andrew Crisp asked if there was any pattern in the "false alarm" figures and what penalties are available to combat them. Mr Owen responded that where false alarms occur an inspection will occur and advice will be offered. If there are no people sleeping in the premises e.g. on an industrial estate it is possible the Fire Service would not turn up if there is a recurrent problem.

RESOLVED

The Committee recognised the achievements of the Fire and Rescue teams of the Woking Borough and supported their commitment to embrace new initiatives, to reduce risk and make Woking safer.

47/07 Quality Bus Partnership [Item 9]

David Ligertwood introduced the report and stated that a new local bus guide would be published next week. A plus bus ticketing scheme is being negotiated in Woking which will integrate bus and rail travel.

In response to questions Mr Ligertwood responded that:

- The East Woking Quality Bus Partnership was in operation but that there had not been an official opening. He added that due to financial pressures there were currently no plans to fund any more evening or early morning services.
- There are 2 buses currently going to St Peters Hospital in addition to the Peterbus and that no further services were planned.
- The contracts on the 34 and 35 service would expire soon. The service is currently guaranteed until April 2008 and he is now working closely with Arriva to review usage.
- There is a minimum of 5 years subsidy from Mercedes on the 436 service with a review every year. The service is currently being used more. Opportunities to review and change are always look at when contracts are renewed.
- Mr Doran asked what would be done to the operator of the 472 services which was part of the Quality Bus Partnership before the company was taken over. Mr Ligertwood expressed the need to get operators tied down to commitments. He added that SCC had improved the bus stop infrastructure on the route.
- In answer to a question on whether Woking could have a “leave your car at home day” Mr Fishwick responded that there is a European car free week in September 2008. This was very resource intensive but could be looked at for next year.
- Cllr Wilson asked if the 436 service could be extended down Heath Road to assist the school students using the bus. Mr Ligertwood responded that this could be looked at and Laurie James and he would respond outside of the meeting.

RESOLVED

The Committee noted the report.

48/07 Cycle Route 6 – Woking to Byfleet via Pyrford [Item 10]

Mrs Valerie Tinney announced there was a tabled amendment to the officer recommendations for this item.

John Masson introduced the report and outlined the objections received from local groups to the proposals. In addition to these he explained that the National Trust had objected to any signage of a bridleway crossing their land for use as a cycle route.

Cllr Peter Ankers asked whether money gained from cancellation of the scheme should instead go into the prioritisation programme. John

Masson responded that the original cost of the cycle route was estimated at £65,000, £35,000 of which will still go back into the rolling programme. £30,000 that would have been spent in this financial year was being recommended for re-allocation.

Cllr Richard Wilson asked whether the position would be revisited once the Broadoaks development inputs a cycle way. John Masson responded that this might be possible.

In response to a question from Mr Andrew Crisp on whether the cancellation would affect Woking's bid for Cycle Town status, Paul Fishwick responded that the cancellation of one scheme was unlikely to affect the bid. There is a seminar on 21/11 in Birmingham after which more will be known about the bidding process.

Cllr Mohammed Iqbal asked whether some of the money could be used for disabled parking bays in Woking, John Masson responded that this could be looked into but if a traffic regulation order needed to be changed it may not be possible to do this in this financial year.

Mr John Doran expressed the view that Surrey County Council should not allow pressure groups to veto schemes which are a council priority. This view was supported by Mrs Diana Smith who requested that the voting be recorded by name.

RESOLVED

The Committee agreed:

AGREED by recorded vote:

- i) No further work on the proposed route be carried out at the present time.
For: Cllr Peter Ankers, Cllr John Kingsbury, Cllr Richard Wilson, Cllr Mohammed Iqbal, Mr Andrew Crisp, Mr Shamas Tabrez, Mr Geoff Marlow.
Against: Cllr Richard Sharp, Cllr Philip Goldenberg, Mr John Doran, Mrs Diana Smith.
Abstained: Mrs Val Tinney, Mrs Elizabeth Compton
- ii) The 'savings' of £30,000 by not constructing this scheme will be allocated to a) £15,000 for Accessibility Improvements and b) £15,000 Cycle improvements to the existing network as detailed in the Walking and Cycling Strategy

For: Cllr Peter Ankers, Cllr John Kingsbury, Cllr Richard Wilson, Cllr Mohammed Iqbal, Mr Andrew Crisp, Mr Shamas Tabrez, Mr Geoff Marlow.
Against: None
Abstained: Cllr Richard Sharp, Cllr Philip Goldenberg, Mr John Doran, Mrs Diana Smith, Mrs Val Tinney, Mrs Elizabeth Compton.

49/07 B380 Westfield Road Crossing [Item 11]

It was agreed that items 11-18 would be considered by the Committee without officer presentation.

In response to a question asking when in 2008/9 the works would take place Paul Fishwick responded that this was not known at the present time.

RESOLVED

The Committee agreed:

- (i) the proposed Puffin crossing shown on Drawing No. 12369A was approved for construction, and
- (ii) that the necessary Notice be published in the local press.

50/07 Denton Way, Goldsworth Park – Crossing Facility [Item 12]

In response to a question from Mrs Diana Smith asking if the dropped kerbs closest to Bampton Way should be retained at the footpath from Hamble Walk, Kevin Patching responded that this could be looked into and incorporated as appropriate.

RESOLVED

The Committee agreed:

- (i) A Puffin crossing should be constructed on Denton Way, Goldsworth Park, between Hamble Close and the access road into the Goldsworth Park Centre, as outlined on drawing 12484 revision A.
- (ii) The necessary Notice under Section 23 of The Road Traffic Regulation Act 1984, advertising the Council's intent to construct the crossing be published.
- (iii) Any objection(s) will have to be considered by the Chairman of the Local Committee (Woking), the Divisional Member and the Local Highways Manager.

51/07 Lockfield Drive Junction with Amstel Way and Denton Way – Proposed Improvements to Pedestrian Facilities. [Item 13]

Mr Kevin Patching noted that vegetation on the roundabout would be reduced but this would be limited by the maturity of the cover.

RESOLVED

The Committee agreed that the proposals shown on drawing 12488 revision A are constructed.

52/07 Heathside Road, Woking Pedestrian Crossing [Item 14]

In response to a question on whether all the road safety audit recommendations on the Heathside Crescent scheme have been implemented Paul Fishwick responded that they have.

RESOLVED

The Committee agreed that:

- (i) a zebra crossing be installed on Heathside Road close to its junction with White Rose Lane as shown at Annex A.
- (ii) that the necessary Notice under Section 23 of the Road Traffic Regulation Act 1984, advertising the Council's intent to construct the crossing, be published.

53/07 Barnes Wallis Drive, Brooklands – Proposed Pedestrian Crossing [Item 15]

Mrs Tinney informed the Committee that there was a tabled amendment to officer recommendations for this item.

Mr Kevin Patching informed the committee that the specific changes to the island still need to be ascertained.

RESOLVED

The Committee agreed that subject to Surrey County Council Local Committee (Elmbridge) approval:

- 1. A Toucan crossing should be constructed on Barnes Wallis Drive, Brooklands, as outlined on drawing 12486 revision A.
- 2. The necessary Notice under Section 23 of The Road Traffic Regulation Act 1984, advertising the Council's intent to construct the crossing be published.
- 3. Any objection(s) will have to be considered by the Chairmen of the Local Committees of Woking and Elmbridge, the respective Divisional Member and Local Highways Manager.

54/07 Parvis Road Junction with Oyster Lane, Byfleet – Improved Pedestrian Facilities [Item 16]

In response to questions Mr Patching responded as follows:

Although it is possible the £120,000 could be wasted if the Broadoaks development is completed it is not known when this will be and this

work is not planned until phase 3 of the scheme. Costs would be incurred maintaining the temporary kerbs if the work is not done until the Broadoaks development finishes.

Mr Patching stated that there is no cheaper alternative to the current layout as alternatives would involve people walking further and would not likely be used.

Mr John Doran proposed that work continue on the scheme. Officers be tasked to talk to the Broadoaks developer to see if this part of the development can be brought forward and a final decision be left with the Chairman of the Local Committee once this is done.

It was decided to defer the decision until the February meeting:

RESOLVED

Deferred decision to February 2008 meeting of Surrey County Council Local Committee (Woking).

55/07 A247 Kingfield Road, Kingfield – proposed Toucan Crossing [Item 17]

RESOLVED

- (i) the proposed Toucan crossing shown on Drawing No. 12437A be approved for construction, and
- (ii) the necessary Notice be published in the local press.

56/07 Heavy Goods Vehicles – Proposed Weight Restriction Amendments [Item 18]

RESOLVED

The Committee agreed:

- (i) that the intention of the County Council to make an Order under Sections 1, Part III of Schedule 9 and Part IV of the Road Traffic Regulation Act 1984 to change the existing weight restrictions Orders listed in Annex A from 17 Tonnes to 18 Tonnes be advertised and that if no objections be maintained, the Order be made.
- (ii) that consideration and if possible resolution of any representations received as a result of advertising the proposed Traffic Regulation Orders be delegated to the Highways Group Manager (West).
- (iii) that, in the event that any objections are maintained despite recommendation (ii), the Highways Group Manager (West) in liaison with the Local Committee Chairman and local Members be

authorised to over-rule these on the grounds that the proposed changes are a legislative requirement.

57/07 Allocating Local Committee Funding: Members Allocations [Item 19]

Mrs Tinney proposed a decision on awarding members allocation to the YPOD be deferred to the next meeting as the YPOD has received allocations in the past. Members requested that alternative youth counselling opportunities be presented to members at a meeting outside of formal Local Committee.

Mrs Tinney recommended that a decision on awarding members allocation to St Johns Scouts Group be deferred until further information was available.

Mrs Tinney introduced an urgent item in accordance with the Local Government Act 1972 Section 100B and the Local Government (access to information) Act 1985 (Section 100 b 4 b). The reason for urgency was that one order for vehicle activated signs across the county is being placed by 31st December 2007. This order will achieve significant financial savings per vehicle activated sign therefore, funding for additional vehicle activated signs needs to be agreed by 31st December 2007 to be included within this order. The SCC Local Committee (Woking) will not meet again until 20th February 2008, therefore a decision was required at this meeting.

RESOLVED

To approve the following expenditure from the Members Allocation budget 2007/2008:

- Relate pilot project in Sheerwater/Maybury £4,000
- 1st Byfleet Scouts trailer £3,500
- Knaphill Residents Associations – Inside Out Youth Project £520
- Knaphill Care – Volunteer Recruitment £150
- YPOD Counselling Service £12,000 – deferred until February 2008
- Attitude Youth Club – Activities for Young People £1,460
- Equipment Store – 1st St Johns Scout Group £15,000 - deferred until February 2008
- Coldharbour lunch club – One-off Christmas lunch £250
- Vehicle Activated Signs (VAS) - £12,000

58/07 Forward programme [Item 20]

RESOLVED

The Committee agreed the forward programme with the addition of the following reports:

- Bus service 34/35
- Deferred item on Parvis Road/Oyster Lane
- How to implement 20mph speed limits
- Flooding Task Group report

[The meeting ended at 9.00pm]

Chairman

Annex1

SURREY COUNTY COUNCIL LOCAL COMMITTEE (WOKING)

31st October 2007

Public questions

This question was received from Robert Palgrave:

QUESTION 1

The government is in the process of enacting legislation that will control the emissions of greenhouse gases within the UK. The draft Climate Change Bill now before Parliament sets an overall target to reduce emissions by at least 60% by 2050.

- a. How will the new street lighting scheme for Surrey contribute to these targets?
- b. Are data available on the current energy costs of street lighting and road sign illumination in Surrey?
- c. Is there any spare capacity in the Woking BC CHP system to reduce the carbon footprint of street lighting within Woking?

Paul Fishwick, Local Highways Manager responded:

- a) **How will the new street lighting scheme for Surrey contribute to these targets?**

The street lighting PFI proposes to cover many of these points but at present there is an issue around "affordability" of the PFI, which might result in a compromise on some of these objectives when the contract is finally let.

The current proposal is for high-pressure sodium lighting on all but residential roads. In itself that is unlikely to result in reduced energy consumption but all new equipment will have electronic circuitry, which will afford some reduced energy consumption. On residential roads it is currently proposed to be

primarily Philips' new CosmoPolis lamps, which will consume more energy than the current low pressure sodium but provide a significantly more effective light. All new photoelectric cells will switch on and off at lower ambient lighting levels than is current practice which will save on energy consumption.

All new lighting will comply with the current advice on light pollution and as a result will be significantly more effective than the current lighting (proposal will maximise on no more than 5% upward lighting and better depending upon location).

The current proposal is to have reduced lighting levels on traffic routes when lower traffic levels justify so that during the commuting periods when traffic flows are high the lighting levels will be appropriately high but during the parts of the night when traffic flows are much lower the appropriate, lower, lighting levels will be provided. The current tender documents provide for the successful contractor to assess and report on opportunities to reduce/remove lighting as each area is being planned and designed during the five year "core investment programme".

By replacing most of the equipment over the first five years of the contract reliability will be significantly better than the current, much older, equipment.

b) Are data available on the current energy costs of street lighting and road sign illumination in Surrey?

Please find attached graph (Annex A) of the monthly energy consumption (in kWh) for the total of street lighting, illuminated signs & bollards and traffic signals. The current forecast for the total cost of this energy for the current (financial) year is £2.8m.

c) Is there any spare capacity in the Woking BC CHP system to reduce the carbon footprint of street lighting within Woking?

Surrey County Council's current energy contract for street lighting, illuminated signs & bollards and traffic signals is from a "green energy" supply. This three year contract was let last October.

This question was received from Fawad Mir:

QUESTION 2

What checks, if any, did this Committee make to the proposed amendments to the Woking CPZ laid before it on 15 June 2006?

Paul Fishwick, Local Highways Manager responded:

This Committee would have accepted that Officers had satisfied themselves of the validity of the proposed changes that were contained in the report.

Mr Mir has previously been informed by telephone call, letter and a Freedom of Information Act request that two parking bays, totalling 9m in length, were

removed from Portugal Road following a request from the then owner of Nos 38 and 40 Walton Road, who wanted to regain access to the garden of No 40 via the existing dropped kerbs in Portugal Road.

We do not individually consult with residents in cases where bays need to be removed or shortened in order for vehicles to be parked off-street, although there is a statutory consultation period as part of the Traffic Order Making process.

In this instance, it was unfortunate that No 40 Walton Road was subsequently sold and the new owner has declared that there is no intention to use the dropped kerbs in Portugal Road. Consequently, it is proposed to reintroduce these bays by including them in the next round of waiting restriction amendments, due to be reported to this Committee on 20 February 2008.

This question was received from Mrs Pauline Marshall:

QUESTION 3

In Knaphill there has been a lot of development, in particular on the Brookwood Hospital site. Apart from Percheron Drive and Redding Way none of the footpaths and roads etc. have been adopted by SCC. In view of the fact that SCC are proposing to put a Toucan crossing across Redding Way which can be accessed on only one side by a cycle facility and that both their and Woking's policies are to promote cycling and walking, the question is -

What are SCC doing to make sure these roads, footpaths and cycle ways are adopted and if they are not actively pushing the necessary firms, why not?

Paul Fishwick, Local Highways Manager responded:

Surrey County Council has not adopted many of the cul de sac estate roads on the former Brookwood Hospital development site. Different developers built these cul de sacs at different times. These roads are unadopted for different reasons, which normally include one or more of the following. The estate developer(s) may not have entered into road adoption agreements with Surrey County Council. Without this there is no legal adoption mechanism in place or legal obligation for Surrey County Council to adopt the roads. For example this is the case with Alexandra Gardens.

The estate developer(s) may not have constructed the roads to an acceptable standard, and because the road adoption has been delayed the condition of some roads has deteriorated. For example this is the case with Strathcona Gardens.

The Water Authority may not have adopted the sewers that drain the estate roads and lie beneath them. Sewer adoption is always required in advance of road adoption to ensure that adopted roads have drainage outfalls that will be maintained by a responsible authority or company. For example this is the case with Barton Close.

For the future Surrey County Council cannot guarantee the cul de sacs estates will be adopted, as adoption mostly relies on developers building and maintaining new roads properly, entering into adoption agreements with Surrey County Council, and procuring sewer adoption. Surrey County Council will however continue to allocate some officer resources to help resolve the outstanding adoption issues. For example Alexandra Gardens, Cubitt Way, Lorne Gardens and Strathcona Gardens have all been reinspected by officers in the last six months following notification that some previously unadopted site and infrastructure sewers had been adopted by the Water Authority.

This question was received from Cllr Beryl Hunwicks:

QUESTION 4

I welcome that the CPZ area and the Double Yellow lines are to be put down at dangerous junctions along the High Street in Horsell. First can I know when these are to be completed as several residents have questioned why it has taken so long to complete. But could I also press again for there to be a comprehensive review of the parking in South Horsell to avoid a rippling effect of dangerous parking at other junctions e.g. Kirby Road with Walden's Park Road.

Paul Fishwick, Local Highways Manager responded:

The process for advertising and making the Traffic Orders have been delayed due to the flooding during July and the outbreaks of Foot and Mouth within Surrey, over two separate events, which has had an impact on resources and therefore this programme.

The programme has been revised as follows:

- a) Advertising Orders – First Notice 8th November 2007 (objection period ends 7th December 2007)
- b) Dealing with any objections (if any), (Chairman, Local Electoral Division Members, Local Highways Manager),
- c) Making the Traffic Order
- d) Road marking amendments to be carried out by Woking Borough Council's lining contractor.

Under normal circumstances the road marking amendments would be carried out during this autumn. However, with the events described above delays have been inevitable.

With reference to a 'Review of Parking in South Horsell', the planned changes in waiting restrictions will need to be carried out first and then followed by a period of monitoring as the displacement of vehicles is uncertain.

However, Kevin Patching is hoping to arrange a meeting during week commencing 12th November to discuss current parking problems in South Horsell.

This question was received from Cllr Rosie Sharpley:

QUESTION 5

I have had a number of complaints from concerned parents and motorists about the road safety hazards outside Sythwood School when children are arriving or being picked up. This situation is likely to get worse with the imminent opening of the Salvation Army building across the road. The main problem is that anyone driving along that road is exposed to several hazards not least parked cars opening their doors out without warning, and both bus stops used at same time.

Would the local committee look to provide a solution to this chaos, perhaps by a lay-by or some other means of allowing vehicles dropping off?

Paul Fishwick, Local Highways Manager responded:

Within the latest Highway Code (2007 version), Rule 243 states as follows:

'DO NOT stop or park near a school entrance, at or near a bus stop or on a bend'

However, although this is a rule within the Highway Code, people do not always abide by these rules and therefore from time to time action is required.

In this particular case, I have asked Surrey Police to investigate and they will be sending their NSO and PCSO's to the location and assess the situation and take whatever appropriate action is required.

The County Council is committed to increasing the amount of school students walking, cycling and using public transport to gain access to school. The construction of the crossing facility in Sythwood, which due for completion in the near future, forms part of a Safe Route to School.

The creation of a Lay-by or a 'drop off point', is not in-line with the Objectives and targets of the Local Transport Plan.

Sythwood School is also creating a School Travel Plan, which is due for completion by March 2008.

This question was received from Richard Ellis and David Smale:

QUESTION 6

At the last meeting of this committee 21st June, I asked a question relating to the removal of cycle lanes on the A245 Woodham Lane at the new road junction to the housing development at No 489-499, near to Martyrs Lane,

I was assured that in the absence of the Highways Control Engineer at this

meeting, that answers to my questions would be answered "in the near future" Meantime this committee directed Mr Fishwick to convene and hold a meeting between interested parties on the above issue.

The following questions relate to these outstanding issues;

Why has the council official Mr Fishwick failed to answer the repeated questions put to him in three emails by Mr David Smale and myself under the Freedom of Information Act, advising him that his responses were inadequate, especially in relation to the proposed meeting between the developers, council officials and representatives of nearby Laurel Crescent to resolve the issues relating to the safety of this road junction and the removal of the cycle lanes.

Is it policy of council officials to overrule decisions taken by this committee such as the holding of the above proposed meeting, without their due authorisation and can this meeting be now reinstated?

It is believed that recordings were taken in the first safety audit check relating to the new access road into Woodham Lane and authorization of the junction into the housing development.

However it is understood that these recordings were not kept. Why not? Is it the policy of the council not to keep any measurements, and to base a safety check authorisation on simple unsubstantiated endorsements?

According to measurements taken by a member of the Woking Cycling Users Group, is the council aware that an error has been made in the siting of the new bollards at this new road junction, where traffic is now funnelled into two narrow lanes? (These bollards are skewed to one side of Woodham Lane)

Is the council aware that there has already been one accident at this new junction (Monday 22 October), involving a lorry hitting a large tree, and that highways expenditure has been incurred removing the tree and debris from the site.

Is this now a safety issue?

Will the council now reconsider their decision to retain this junction in its present form and listen to practical advice of local residents and cyclists to enhance the safety of road users, especially cyclists and pedestrians along this busy road?

When will the full safety audit at this junction take place under Section 278 of the Highways Act, and will its findings be recorded and these findings made available to interested parties as above?

In view of the road safety concerns over the required minimum visibility splays from the housing development at 489-499 Woodham Lane entrance (to the right to the brow of the hill on the south side of Woodham Lane) will measurements taken be made available and given to interested parties?

Will the County Council Development control team now investigate within the Works Programme, the proposed road safety measures for cyclists as suggested by me, Richard Ellis at the last meeting of the committee, and as recorded in the previous minutes?

Paul Fishwick, Local Highways Manager responded:

Following the last SCC Local Committee (Woking) on the 21 June 2007, I undertook to investigate the development related highway works at 489-499 Woodham Lane, Woking.

I replied to Mr Ellis on the 20 July 2007 concluding that I did not consider a meeting to be appropriate as requested at the Local Committee meeting.

A Freedom of Information request that was sent to me, which was passed onto Greg Devine Development Control Team, as this service deals with Development Control related matters and not Surrey Highways. Greg Devine answered the Freedom of Information request on 23 August 2007 together with all relevant documents.

It is understood that the bollards are skewed to one side. This should be picked up as part of the Road Safety Stage 3 Audit, which is planned to take place during mid to late November 2007.

I am aware of the incident that occurred on the 19 October 2007, when a lorry hit the Scots Pine tree almost opposite the development site access road. This tree had been hit on previous occasions by high-sided vehicles, before the new island was installed.

Initial information from the incident appears to indicate that the lorry was travelling towards Addlestone having passed the junction with Martyrs Lane and was continuing up the slight rise towards the right hand bend. The lorry driver was confronted by a vehicle travelling towards him partly in his carriageway. This car was overtaking a cyclist on its nearside. The lorry moved to the nearside to avoid the oncoming car which resulted in the rear of his high vehicle clipping an overhanging part of a nearside tree.

To determine the future of this island and the current arrangement, this will depend on the Road Safety Stage 3 Audit report, which is likely to be completed by the end of November 2007.

With reference to the minimum visibility splays from the housing development, I understand that this was the subject of correspondence between Greg Devine and Mr Smale earlier this year. I can only presume that Mr Smale provided Mr Ellis this information.

As stated in my letter dated 20 July 2007, which also covers the points raised in a subsequent question from Mr John Doran on 26 October 2007, in my conclusion the advice provided by the Development Control Team was acceptable, the junction arrangement has been constructed to the approved plans, however this is subject to a Road Safety Stage 3 Audit.

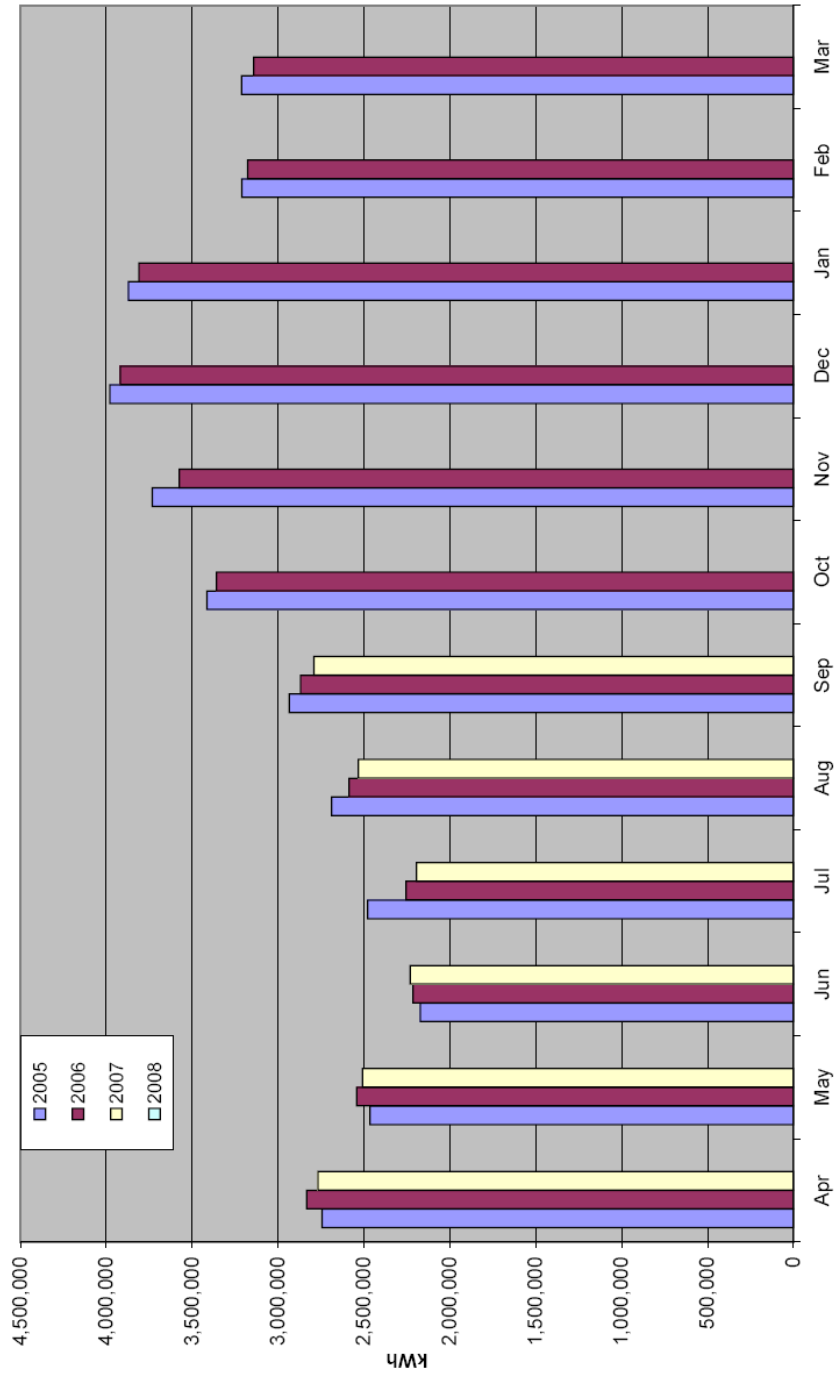
The outcome of this Safety Audit will determine the future layout of the junction. However, Surrey Highways (Woking Team) are investigating an 'off road' shared cycle way for both sides of the road to cover the 'missing link' on road cycle way between the two existing islands and Martyrs Lane junction.

The new Surrey Highways structure includes the new post of Area Development Control Engineer, who is now taking over all new Development Control Highways on site works. This should make the process of dealing with developers smoother.

I recommend that on completion of the Road Safety Stage 3 Audit, anticipated at the end of November 2007, I will call a meeting to include the Chairman, Electoral Division Member, and Mr Ellis and Mr Smale. This will focus on the Safety Audit report together with other alternatives, such as the off road proposals as indicated earlier.

Annex A

Monthly Energy Consumption (kWh) for the total street lighting, illuminated signs and bollards and traffic signals.



SURREY COUNTY COUNCIL

LOCAL COMMITTEE (WOKING)

31st October 2007

Members questions

This question was received from Cllr Peter Ankers:

QUESTION 1

What are the plans vis a vis timing and type of surface to be used regarding the resurfacing of the various stretches of Old Woking Road in Pyrford between :

1. Sheerwater Road roundabout and Forest Road.
2. Forest Road and the Pyrford Common Road junction.
3. Pyrford Common Road junction and East Hill junction?

Paul Fishwick, Local Highways Manager responded:

There has been a general plan to address the entire length of Old Woking Road section by section according to need.

The section splits in the Major Maintenance Rolling Programme do not correspond exactly with those described in the question. However, they cover the same area overall, as follows:

1. South of Sheerwater Road roundabout to south of Lincoln Drive. 2006/7 Programme. Surface dressed to extend life.
2. Lincoln Drive to north of Pyrford Common Road. 2008/9 Programme (provisional). Base repairs, plane and resurface with proprietary material similar to that used on A320 Egley Road this year.
3. Junction with Pyrford Common Road. Minor Scheme 2006/7. Resurfaced and dressed with anti-skid material.
4. Pyrford Common Road to north of East Hill. 2010/11 Programme (provisional). Plane and resurface as item 2 above.
5. East Hill to south of Maybury Hill.

This question was received from John Doran:

QUESTION 2

Changes to the CPZ in Woking were agreed by the Borough Council in April. Further parking restriction changes were agreed by the Woking Local Committee in June. As yet there is no indication that these restrictions will ever be implemented.

When will the traffic orders be made?

When will the lines be laid?

Do officers think that this is an acceptable lead time to implement parking restrictions?

Paul Fishwick, Local Highways Manager responded:

The process for advertising and making the Traffic Orders have been delayed due to the flooding during July and the outbreaks of Foot and Mouth within Surrey, over two separate events, which has had an impact on resources and therefore this programme.

The programme has been revised as follows:

1. Advertising Orders – First Notice 8th November 2007 (objection period ends 7th December 2007).
2. Dealing with any objections (if any), (Chairman, Local Electoral Division Members, Local Highways Manager).
3. Making the Traffic Order.
4. Road marking amendments to be carried out by Woking Borough Council's lining contractor.

Under normal circumstances the road marking amendments would be carried out during this autumn. However, with the events described above delays have been inevitable.

This question was received from John Kingsbury:

QUESTION 3

Following an increase in speeding in the areas of St Johns Lye and Festival Path causing risks to pedestrians could consideration be given to introducing speed limits as follows:-

5mph in the area leading up to Railway Cottages and 10mph along Festival Path.

Paul Fishwick, Local Highways Manager responded:

St Johns Lye (Festival Path) does not form part of the public highway maintainable at public expense. The route is a Public Right of Way (Public Footpath 121 (Woking)) described as an 'Occupation Road', which means that the occupiers of the road are the only people who have rights to use it or people visiting, except for people walking.

The County Council cannot make an Order on any road for a Speed Limit of less than 20mph without the consent of the Secretary of State. However, as this is not a public highway maintainable at public expense, the County Council as Highway Authority cannot make this Order.

However, the owners of the road may apply to the Secretary of State for consent to make an Order.

This question was received from John Kingsbury:

QUESTION 4

When are the existing yellow and white lines due to be refreshed as some have almost disappeared, particularly those at busy junctions and roundabouts?

Paul Fishwick, Local Highways Manager responded:

A schedule of works refreshing white lines in the Woking 'area' will be undertaken during the remainder of this financial year. The refreshing of yellow lines is the responsibility of the Borough Council under the DPE Agency Agreement.

This question was received from Diana Smith:

QUESTION 5

What progress has been made with repairing light number 15, Chobham Road, Knaphill (outside 'Beaulieu'. and with repairing the street light in the garden of number 12 Goldfort Walk, Goldsworth Park?

Which other lights in the Knaphill division are known to have been out of action for more than six months, and what are the reasons for this?

Paul Fishwick, Local Highways Manager responded:

The column in Chobham Road is currently with EDF for a reconnection - but EDF say that they can't find their cable. I have asked EDF if it's possible to place the column on the opposite side of the road to save a road crossing. At the time of writing this answer, I am awaiting a response.

The column in Goldfort Walk was supposed to have been completed by 11th February 2007. I regret that this target date was missed and the job fell into abeyance at the end of the Financial Year. I have re-raised the job and requested an urgent completion (by this Friday).

To obtain details of street lights that have been 'out' for over six months in the Knaphill Division will take sometime to produce as the CONFIRM data base system will need to be searched road by road. These details can be supplied at a later date. However, if Diana Smith has any specific locations, this can be searched more quickly.

This question was received from Philip Goldenberg:

QUESTION 6

Market Square

The County Council has apparently acknowledged responsibility for the flooding problem caused by the surface water drains not being connected to any outlet. When will the remedial work be undertaken?

Paul Fishwick, Local Highways Manager responded:

The surface water system appeared to be in working order until such time as the Borough Council removed the original toilet block. The system has 'ponded' recently, however Surrey Highways has obtained funding for this financial year to resolve the current ponding issue.

This question was received from Geoff Marlow:

QUESTION 7

At a meeting of the Local Committee held on 14 July 2004 and chaired by me, item 45/04 was a presentation by the Environment Agency in which they outlined their proposals for preventing flooding at the vulnerable places in the Borough of Woking. What progress has been made by the EA in carrying out these flood prevention schemes?

Paul Fishwick, Local Highways Manager responded:

At the Local Committee meeting of the 14 July 2007 the Environment Agency stated the following;

“It was noted that studies have been undertaken on the likelihood of flooding and possible alleviation options at Old Woking, Weybridge and Byfleet and Hoe Stream. From the studies the following viable options are preferred.

- Old Woking – construction of walls and embankments,
- Weybridge and Byfleet – construction of walls and / or embankments (with minor drainage works),
- Hoe Stream – improvements to flow conveyance at Elm Bridge and construction of walls and / or embankments.

The Weybridge and Byfleet and Hoe Stream schemes are on the capital programme and will go through a feasibility study, which will take 2/3 years to complete. Old Woking is on the capital programme but it is unsure when the feasibility study will begin as it is not a high priority”.

Within the Woking area, it would appear that none of these works have been undertaken on site, however it is understood that the Hoe Stream improvements are tied in with the planned development of the Hoe Valley Project by Woking Borough Council.

This question was received from Geoff Marlow:

QUESTION 8

Why doesn't the County Council try to get sponsors for all the roundabouts in Woking? We might be able to raise a few pounds. And why not give councillors the job of finding sponsors in their divisions? Obviously we would have to draw up a plan for doing this and we would need rules such as defining what sponsorship entitled companies to.

Paul Fishwick, Local Highways Manager responded:

Within the Woking area, Woking Borough Council under an Agency Agreement with the County Council maintains the 'planted' roundabouts. Therefore, the Borough Council obtains sponsorship of these areas for maintaining the 'planting areas'. The County Council are still responsible for the traffic signs, street lights etc.