

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

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**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.

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### **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.