



**LOCAL COMMITTEE
(WOKING)**

WRITTEN PUBLIC QUESTIONS

3 February 2010

1. Question from: Cllr Mohammed Bashir

1. Regarding controlled parking zones in Woking:
 - a. Some of the local shops on Omega Road like Khan General Store, Light and Sound Centre, 786 Hair Salon and A One Tandoori don't have the 20 minutes free parking bays outside their shops. I would like to ask that why these retail outlets do not have the facility for 20 minutes free parking?
 - b. There are two types of controlled parking in operation, some of the parking zones are controlled only for two hours and some are controlled for the whole day. Can you please advise that why these zones are treated differently and what is the criteria of determining the time factor?

Answer from Jack Roberts, Engineer, Parking Strategy and Implementation

- a. A review of each Controlled Parking Zone in the Woking borough is being undertaken, and anomalies on the ground are being noted. The parking bays outside the Ahmed cash and carry, the Light and Sound Centre, and the Khan General Store should have the 20-minute free parking restriction, but are currently missing the appropriate signs and road markings. We will arrange for these works to be carried out with the implementation of the Woking parking review.

The parking bays at the side of the A1 Tandoori, which currently have the voucher and permit parking, will be considered for 20 minute free parking once the corrective lining and signing works mentioned above have been completed.

- b. The outer Controlled Parking Zones which are controlled for 2 hours of the day (09.30 – 11.30 Monday to Friday) were designed to prevent commuter parking whilst causing as little disruption to local residents as possible. The town centre CPZ, which is controlled throughout the day (08.30-18.00 Monday to Saturday), is designed to control traffic flow throughout working hours.

2. Question from: Tony Dell and Paul Butler on behalf of a large number of concerned residents in the ward

What are the local committee members views on investigating the feasibility of a highway improvement scheme in Rydens Way, Old Woking and adding a suitably designed scheme to the local transport plan with immediate effect?

Answer from County Councillor Liz Bowes

In response to the above question, Division Member, C/Cllr Liz Bowes has asked for Officer advice, which follows:

The carriageway, and the band of three metres reserved as highway land adjacent to the carriageway has been the responsibility of SCC as Highway Authority since the middle section transferred back to the original land owner under pre-emption rights in 1999.

Both the South East Plan (2009) and Regional Transport Strategy (2003) identify Woking as a regional hub, and the promotion of schemes, in line with Surrey's Local Transport Plan objectives, that facilitate improved functioning of the hub can be considered.

The width of the carriageway at Rydens Way is narrow and this can cause problems for the public bus service. A road-widening scheme that could demonstrate a benefit for the improved functioning of public transport would accord with Surrey's LTP objectives.

The Divisional member did nominate a scheme, of this type, as part of Woking's recent LTP scheme review and subject to approval by Committee a scheme based on carriageway widening is listed on Wokings LTP programme for future consideration.

3. Question from: Miss Shabbana Jamil

What is the current position in respect of the additional night time taxi ranks in Chertsey Road that the Surrey County Council had previously announced would be created, when will they be implemented as this would improve the issue of congestion by eliminating unauthorised vehicles in the area, related to this issue is that of access, specifically referring to the installation of the bollards and their usage, despite their installation, they are very rarely used and so current users have become accustomed to free access, can we anticipate future restrictions in respect of access, how will the public be made aware of this especially in light of closures on 16 and 17 January 2010?

Answer from Marc Samways, Surrey County Council's Local Highways Manager for Woking

Some night-time taxi ranks are already in place in Chertsey Road; these are adjacent to Dukes Court and are day-time pay and display parking bays. Similar bays already exist in Church Street East, adjacent to Victoria Way Car Park.

The three LOADING ONLY bays are also due to be altered to become overnight taxi ranks. Woking Borough Council has made the necessary designation order for these ranks. Surrey County Council has to amend the signing and bay markings to allow the bays to be used by taxis but we do not yet know when this work will be undertaken.

With regard to the bollards at the junction of Chertsey Road and The Broadway, their provision and operation was instigated by Surrey Police's Inspector for Woking at the time (2005). After a considerable amount of work by Surrey County Council Officers, they were installed and made operational in January 2007. However, they were rarely, if ever, used by the police for their intended use of maintaining public order. The Surrey Police Inspector who promoted the use of these bollards moved on to other duties and his replacement indicated that there was no longer any intention to use them. Consequently, the power supply to the bollards was isolated and the BT line that was required to communicate with them, to raise and lower them, was disconnected as the line rental was costing SCC several hundred pounds a year. No funds have ever been available to remove them, so the bollards have remained in the lowered position ever since.

SCC has no plans to recommence the use of these bollards or introduce any other form of restricted access for public order or any other reason.

It should be noted that if the bollards were used, the shared use loading / taxi ranks in Chertsey Road could not be used, as the Traffic Regulation Order that allows the bollards to be used and prohibit vehicular entry into that part of Chertsey Road does not give specific exemption for taxis.

Surrey Police have confirmed that the road was closed by them on 16 / 17 January in accordance with the provisions of The Surrey County Council Chertsey Road Woking (Prohibition of Traffic) Order 2005.

4. Question from: Mrs R Freeman

Can you tell me what is happening to the **451** bus - Kingston- Byfleet-Staines.

In the original leaflet - **your buses, your say** it says the **451** will be withdrawn. Now on the council newsletter there is no mention of the **451**.

Do I assume from this that the decision has already be decided ? Not much consultation there!

This means the people of **Byfleet** are cut off from Addlestone, Chertsey, Thorpe Park, Staines and many other places. The bus company never issued passengers with a ticket on this route, if you have a pass, so how can they know how many people rely on it?

I have been on this bus, a number of times when people have had to stand, so how can it be justified to cut it out?

The 437 is only going to run once every two hours, this is useless for any connection as suggested in your leaflet.

The only solution is for the **446** to be diverted into Byfleet. Is this possible?

Please do not take the **Byfleet Peter bus - 1** service away. Parking at St.Peters hospital is impossible therefore we need a bus from Byfleet.

I thought the idea was to get people out of their cars and onto the buses. Byfleet has a very large population living here, many without cars or too old to drive, how are they going to get around?

Answer from Laurie James, Transport for Surrey, Environment and Infrastructure

Service 451 was listed for withdrawal in its current form in the published material relating to the Bus Review, although parts of it were covered by other amended services. The proposal was included as a basis for an opportunity to respond by the travelling public and no final decisions have been taken.

Although holders of Over 60/Disabled Persons Free Travel Permits are not given a ticket, the driver should record their journey on his ticket machine. Such data has been used to establish the average number of persons using each service.

Similarly, the initial proposals suggested a two-hourly service from Byfleet to Addlestone. Comments have been received as part of the Consultation regarding the future ability of Byfleet residents to reach Addlestone, Chertsey and Staines by bus.

All Consultation responses are to be summarised in a report to Cabinet on 2 March. The new cost for the proposed revised bus network should be available for a further Cabinet meeting on 18 May, after which the final new pattern of services can be published, for operation from 28 August 2010. It is likely that the network will be modified from that published for the Consultation exercise, in an attempt to take on board some of the issues expressed, but remaining affordable and sustainable in terms of Council funding support.

The Peterbus service is administered by the Ashford-St. Peter's Hospital Trust and any decision over that service would be for the Trust to take.

5. Question from: Anne-Marie Barker

I note that Surrey finally appears to be taking the issue of potholes seriously and has allocated an extra £500,000 to tackling the problem. How is this money to be allocated across the 11 boroughs and within Woking?

Answer from Marc Samways, Surrey County Council's Local Highways Manager for Woking

Surrey County Council has taken immediate action to tackle the increase in potholes following the recent severe weather by investing an additional £½ million in pothole repairs. The council aims to fix at least 200 potholes a day to tackle problems caused by the longest cold spell in 30 years.

The County Council always take the issue of carriageway repairs seriously and undertook a similar exercise by implementing a substantial programme of pothole repairs following the snow that occurred back in February 2009.

Urgent repairs are being dealt with first before the focus switches to 'A' roads that carry the most traffic. Teams will move on to other roads after that. The distribution of funding is by need rather than district but, as can be seen by the repair works currently underway, roads in the Woking Borough will receive a fair share of the budget.

6. Question from: Grahame Osborn

On 8th July last year I submitted a petition of 951 signatures to the Local Committee requesting the installation of a pedestrian crossing outside the Marist School West Byfleet on the Old Woking Road, since then I have obtained a further 240 signatures the vast majority from local residents. There is overwhelming local support for this crossing, costing in the region of £80,000, SCC have announced on their web site that they have allocated an additional half a million pounds for pot hole repairs following the recent bad weather. Bearing in mind that there have been at least 2 further accidents on this stretch of road, could the Committee members please advise which of these two schemes they feel should have priority?

Answer from Marc Samways, Surrey County Council's Local Highways Manager following consultation with the Divisional Member

Surrey County Council has a statutory duty to maintain the highway and prioritises its maintenance work to minimise risk to users of the highway and its own exposure to risk. Where an increase in defects arises additional funding is essential to assist the County Council to further manage those risks and help retain the structure of its highways. The reinstatement of potholes is a necessary requirement and works of this nature are not directly comparable to those, which seek to improve the highway.

A report to the Committee, at its last meeting, summarised the current provision at The Marist School for the crossing of School Children. The County Divisional member has since requested a scheme, for the provision of a controlled crossing, be added to the Woking Local Transport Plan programme for future funding consideration. This now exists along side any possible provision already secured through a planning agreement.