



# Woking Joint Committee

## Together shaping our Borough

### SUPPLEMENTARY AGENDA

6.00pm – 9.30pm  
Wednesday, 28 November 2018

Woking Borough Council Civic Offices  
Gloucester Square  
Woking, Surrey, GU21 6YL

The supplementary agenda for the meeting is set out below.

**If you would like a copy of this agenda or the attached papers in another format, e.g. large print, Braille, or another language please call Nikkie Thornton-Bryar, Partnership Committee Officer on 01483 404788 or write to the Community Partnerships Team at or [nicola.thorntonbryar@surreycc.gov.uk](mailto:nicola.thorntonbryar@surreycc.gov.uk)**

**This is a meeting in public. If you would like to attend and you have any special requirements, please contact us using the above contact details.**

#### AGENDA

##### **5 WRITTEN PUBLIC QUESTIONS**

(Pages 1  
- 4)

To answer any questions from residents or businesses within the Woking Borough area in accordance with Standing Order 14.2. Notice should be given in writing or email to the Community Partnership and Committee Officer by 12 noon four working days before the meeting.

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**WOKING JOINT COMMITTEE**

**DATE: 28 NOVEMBER 2018**

**SUBJECT: WRITTEN PUBLIC QUESTIONS x 2**

**DIVISION: WOKING**

**Question 1: Mr John Hales, Woking resident – Re: Rydens Way**

**Please can officers advise why it has not been possible to put in white lines across the junctions of the minor roads adjoining Rydens Way, so as to make these roads safer to use. Please can also the vegetation located at Rydens way (Outside Farm Road) to be either cut back or even better, removed. The Vegetation Boxes must be moved too.**

**Answer from Chairman on behalf of the Committee**

The overall layout of the redeveloped Rydens Way was designed to the principles of a number of guideline documents, including the Surrey Design Guide and a 1992 government design guide known as Design Bulletin 32 (Residential Roads and Footpaths, Layout considerations). The intention is to reduce the dominance of road traffic and the design of the road layout is intended to keep vehicle speeds low.

It has been suggested that the original intention was that the northern and southern arms of Rydens Way would become one-way roads but this was never the case and to fulfil the aims of the design guidelines, there was to be one continuous main route through the development. This would take a sinuous, indirect route to reduce the length of any straight section of road. This route is constructed in tarmac. Away from this through route, the roads are constructed from blocks and the idea of these “homezone” areas is that there is no clear distinction between pedestrian and traffic priority.

It is not clear if the request for white lines across the junctions of the minor roads is also for the removal of the existing white lines (give way markings). Moving the white lines to the minor roads would change the priorities at these junctions back to the original, pre-redevelopment arrangement. Changing priorities can cause problems because drivers will have become familiar with the previous layout and there were concerns about this at the time, although this was done in conjunction with changes to the whole environment which helps to overcome the familiarity issue. However, if the road markings were changed now, there would be no additional changes and it is entirely likely that the situation would be made worse. At the Farm Road junction in particular, such a change would not be possible because of the alignment of the kerbs around the junction and, in addition, it would disrupt the intended impression of the through route because a section of “homezone” would no longer have to give way to the main tarmac route.

The planting around Rydens Way is also an integral part of the road layout and was included in the planning application for the redevelopment of the area. The planting is intended to limit visibility, which, in turn, is intended to reduce vehicle speeds; restricting a driver’s forward visibility is an accepted method of calming traffic.

Generally, the existing planting still fulfils the intended aim, although one or two individual plants could do with attention and we will liaise with Woking Borough Council and their grounds maintenance contractor to manage these. However, other than this, we do not propose to remove the planting.

The vegetation boxes that are referred to are, presumably, those on the green open space opposite the junction with Farm Road. These did not form part of the original landscaping proposal for the redevelopment, although they are set far enough back not to affect sightlines. However, we will review the planting adjacent to these boxes, specifically the shrubs between the footway and the road, as opposed to the planting between the boxes and the footway.

**Question 2: Mr Michael Taplin, Woking resident, Re: Goldsworth Primary School**

*(Mr Taplin has provided a lengthy background email and supporting documents with his question, which have been provided to Members and Officers who have drawn up the response. These are available through the Clerk if required.)*

**Does the Woking Joint Committee accept that the recommendation “not to proceed with the introduction of the time limited 20 minute parking bay on Goldsworth Road, as there is no support for it” is an erroneous conclusion?**

**Furthermore, what remedy can the Woking Joint Committee now propose for the deficit of 19 safe spaces for school drop-off/pick up use,**

**but also more broadly in order to make up now for over five years’ lost ground, and expedite progress against the target agreed in the School Travel plan (to reduce car use to 26%?)**

**Answer from Chairman on behalf of the Committee**

The parking proposal for Goldsworth Road was advertised during the month of September this year. All the properties along that stretch of Goldsworth Road were individually letter dropped, as well as Goldsworth School. As can be seen from the objections report this generated a total of 5 responses, all objections. 4 of them from residents. It was decided in consultation with the divisional County Councillor that these residents had a variety of valid objections and they were therefore upheld.

All of the proposals for Bridge Barn Lane are being progressed. The double yellow lines either side of Silversmiths Way are being extended, the only proposal not being introduced at this time are the 2 twenty minute limited waiting bays on Goldsworth Road.

There was the option of still installing a marked out parking bay without any restriction, but Goldsworth Road is wide along this section, and no reports of obstructive parking have been received, therefore it was not considered necessary.

The school submitted a travel plan dated 16 April 2013, with their planning application. However there is no evidence that they have implemented the actions within their plan or completed any monitoring of the plan (a check of the travel modes used by pupils).

The county councils Safer Travel Team have offered training and assistance to the school on creating and monitoring their travel plan. Currently this work is incomplete and no monitoring has been completed, and the school have been notified of this.

Consequently the school are in breach of the planning conditions, and the council planning enforcement officers are considering further action. Please see the report Titled: School Travel Plans – Annual Progress Report, which was presented to the committee on 26 September 2018.

Although the school do not have a travel plan, officers are aware that the school are undertaking a range of activities to encourage road safety and sustainable travel, including Bikeability cycle training, and the Walk Once a Week initiative provided by the charity Living Streets in partnership with county council officers to reduce the number of car journeys and congestion.

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