



Woking Joint Committee

Together shaping our Borough

Supplementary Agenda

Opportunity to ask questions of your local
Councillors from 6.00pm for up to 30 minutes

6.00pm – 9.00pm
Wednesday, 4 March 2020

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

Surrey County Council Appointed Members
Ayesha Azad, Woking South-West (Chairman)
Liz Bowes, Woking South East
Amanda Boote, The Byfleets
Ben Carasco, Woking North
Saj Hussain, Knaphill and Goldsworth West
Will Forster, Woking South
Colin Kemp, Goldsworth East and Horsell Village

Woking Borough Council Appointed Members
Cllr David Bittleston, Mount Hermon (Vice-Chairman)
Cllr Simon Ashall, Heathlands
Cllr Gary Elson, Pyrford
Cllr Tahir Aziz, Canalside
Cllr Ann-Marie Barker, Goldsworth Park
Cllr Graham Chrystie, Pyrford
Cllr Melanie Whitehand, Knaphill

Chief Executive
Ray Morgan
Woking Borough Council

Chief Executive
Joanna Killian
Surrey County Council

You can get involved in the following ways

Ask a question

If there is something you wish know about how your council works or what it is doing in Woking, you can ask the joint committee a question about it. Woking Joint committee provides an opportunity to raise questions, informally, up to 30 minutes before the meeting officially starts. If an answer cannot be given at the meeting, they will make arrangements for you to receive an answer either before or at the next formal meeting.

Write a question

You can also put your question to the joint committee in writing. The committee officer must receive it a minimum of 4 working days in advance of the meeting.

When you arrive at the meeting let the committee officer (detailed below) know that you are there for the answer to your question. The committee chairman will decide exactly when your answer will be given and may invite you to ask a further question, if needed, at an appropriate time in the meeting.

Get involved

Sign a petition

If you live, work or study in Woking and have a local issue of concern, you can petition the joint committee and ask it to consider taking action on your behalf. Petitions should have at least 30 signatures and should be submitted to the committee officer 2 weeks before the meeting. You will be asked if you wish to outline your key concerns to the committee and will be given 3 minutes to address the meeting. Your petition may either be discussed at the meeting or alternatively, at the following meeting.

Thank you for coming to the Woking Joint Committee meeting

Your Partnership Officer is here to help. If you would like to talk about something in today's meeting or have a local initiative or concern please contact them through the channels 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

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.

SUPPLEMENTARY AGENDA

1 WRITTEN PUBLIC QUESTIONS

(Pages 1 - 14)

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: 4 MAR 2020
SUBJECT: WRITTEN PUBLIC QUESTIONS
DIVISION: WOKING

Question 1: Will Harnden, local resident

My children currently commute to school on their bicycles along the footpath from the top of Broomhall Road (between the Wheatsheaf Pub and the Methodist Church), along the dedicated cycleway to Horsell Park and then along the footpath alongside the St Andrews playing fields.

Some new signs, along with aggressive (and some may say bullying - particularly children) local residents defending the signs' message, have appeared to say no cycling along these paths. In my humble opinion there is no other safe route for a 7 and 12 year old to cycle to school not to mention the other many 100s of students attending these schools. The road route via Chobham Road is far from ideal due to the semi-permanent traffic jams heading towards town and excessive speed of cars away from the town. Obviously there are also all of the environmental and health arguments for why the children should be commuting by bicycle rather than car.

Who do I need to speak to get these signs removed and a more tolerant and shared approach to the path usage adopted, and making us a greener town?

Answer

The "cycling prohibited" signs were recently erected by the Local Highways Team in response to a Member request for them to be put up to indicate the existence of a prohibition of cycling over certain sections of footpaths between Ridgeway, Wilson Way, Horsell Park and Church Road; these sections are particularly narrow.

At the Woking Joint Committee meeting on 6 December 2017 a report was presented in response to a petition that was submitted regarding a cycle route between Chobham and Woking, which included one of the paths mentioned in this current question and we would refer Members to that report for background information (attached).

In that report, it was explained that this route had previously been considered but that, for various reasons, only the section of Footpath 19 between Horsell Park and Brewery Road could be upgraded to a shared cycle/footway. It is this section that is referred to in the current question and which can be

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accessed from Broomhall Road. However, beyond that the footpaths are too narrow to permit them to be designated as cycle/footways and because they are bounded by private property, there is no scope to widen them.

The petition response in December 2017 went on to state, “The Department for Transport’s Local Transport Note 1/12, “Shared Use Routes for Pedestrians and Cyclists” suggests a minimum *effective* width of 3m for an unsegregated route. Where the route is bounded by vertical features such as walls, fences and hedges, the actual width should be wider in order to achieve this “effective” dimension because cyclists in particular do not like to cycle too close to such features. There are significant lengths of this route where even 3m *actual* width is unachievable due to physical constraints.”

The paths that run from Horsell Park, on either side of St Andrew’s School playing field, to Wilson Way, vary in width from 0.96m to 2.2m. These are actual widths and in many places the paths are bounded by vertical fences or hedges and any cyclist would naturally cycle away from these vertical faces in order not to clip them with their handle bars or pedals etc and so the effective width would be even less. At the narrowest points measured, it is unlikely that a pedestrian could be safely passed unless the cyclist came to a halt.

Consequently, it would not be appropriate to designate these paths as shared cycle/footways. Whilst it is acknowledged that under parental guidance, these two children are using the route safely and courteously, there are undoubtedly other cyclists who are already using the route unlawfully and far less safely. Re-designation of the route and removal of the signs would open it up to legitimate use that would very likely lead to conflict between cyclists and pedestrians that would probably result in injury to one or other user.

Question 2: Marianne Meinke, local resident

Over the years I have contacted both Surrey and Woking Councils regarding the thoughtless and dangerous parking of collection and delivery vehicles to Enterprise cars. It seems Enterprise operate practices that show no regard for pedestrian crossing points and safety. Neither is concern shown for traffic entering/exiting roundabouts. Cars driven off huge transporters into oncoming traffic is a regular occurrence. I have forwarded a number of photographs to the Highways Department of Surrey County Council, and also added the issue to the FixMyStreet site.

Double yellow lines and yellow lines at right angles to Oriental Road stopped car transporters parking between the two roundabouts, beside Lion Retail Park. Transporter drivers have sought other areas. They have parked in Little Riding (a narrow cul-de-sac in a residential area) and this is highly dangerous for residents. Parking in residential roads indicates no thought for the safety of pedestrians, or for the children who play there. It blocks in cars where spaces face homes.

The attached photograph shows the new modus operandi. It is to park in College Road, adding to congestion and causing pedestrian safety issues.



Pollution increases as vehicles stop and start when trying to get by.
Pedestrian crossing points are at each roundabout.

I saw a transporter parking on the pavement at the College Road roundabout on one occasion. In College Road are the Friends of the Elderly Home and also a Doctor's surgery. People are not considered.

The site appears too small. Formerly it was a small garage.
As the organisation shows no understanding of the issue, are yellow lines at right angles the answer here? It is surely possible for the collection/delivery team to park in an industrial area and for Enterprise staff to deliver the vehicles individually to a meeting point?

As the 2019 parking review is underway I should appreciate this being brought to the attention of the committee quickly.

Answer

It was in the last review (2018) that we advertised and subsequently extended the double yellow lines on the north side of College Road heading away from the mini roundabouts, across Orchard Close and in front of house No.3. At

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the same time we also got the existing yellow lines refreshed all around the junction area. (College Road, Maybury Hill and Oriental Road).

Additionally we advertised and subsequently extended the 'No Loading At Any Time' restriction on both sides of Oriental Road in front of the Lion Retail Park. We also got all of the new and the existing loading restrictions correctly signed in the area.

Any new, additional restrictions beyond what is already on College Road can be considered in the 2020 review and the questioner would need to submit a request for the area to be assessed.

<https://www.surreycc.gov.uk/roads-and-transport/parking/reviews>

Subsequent information received

Peter Wells and I communicated in 2018 and I am grateful that the no unloading lines were put in place in Oriental Road. The stays there were often long as drivers took advantage of facilities and refreshments at the Lion Retail Park. Also, it also took a long time for vehicles to be driven off low loaders to Enterprise Car, and cars were reversed off the low loaders into traffic emerging from the Lion Retail Park.

I have provided photographs showing low loaders delivering vehicles in front of the garage in College Road, and advised that these large vehicles also stop to unload at the small roundabouts in Maybury Hill and College Road. I think it is "no unloading at any time" lines that are needed to dissuade these operational practices. "No unloading at any time" notices helped in Oriental Road. Similar lines at right angles to the kerb, outside the doctors' surgery and garage in College Road, would make College Road safer. After all, people are driving into the road from the roundabout, and out of the garage, all of the time. The low loaders cause difficulties for both drivers and pedestrians. College Road is narrow. I suggested a changed practice from Enterprise cars. It was that cars could be driven to a safe point locally for collection on a low loader. This would be less dangerous than the current practices. Sometimes low loaders are driven into Little Riding, which is not intended to take that weight/size of vehicle. If they pull in, we can't get out!

I would like the congestion and odd operational practices to which I referred brought to the attention of councillors. This may be the only way that they will understand the danger and congestion created by a thoughtless operational practice for collecting and delivering vehicles to Enterprise car hire. Some of the objections to planning application plan/2019/1120 reflect the feelings of people who live near this road, including one from College Road. The congestion at the junction of Maybury Hill, Oriental Road and College Roads is often reflected in social media posts.



Another example of the problem regarding congestion caused by Enterprise Car and Van Rental. As I approached a driver was trying to pull out of the garage forecourt and turn right. A string of cars were passing towards Lion Retail Park. I and other drivers were queueing at the roundabout. If there are more lines, they are not being observed. Pedestrians stand not a chance of seeing what is coming towards them. This clearly demonstrates an unsafe practice that has been going on for far too long.

Question 3 – Norman Johns, Local resident

Request to the Woking Joint Committee that they consider lifting the Town Centre cycling ban, prohibiting cycles between the hours of 10.00 & 16.00.

In 2010/2011 the local committee voted to ban cycling through the Town Centre and later along Commercial Way between Chaple Street and Chobham Road.

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Now in 2020 with a climate emergency crisis declared by Surrey County Council and Woking Borough Council, will the joint committee reconsider that decision on account of the urgent need to encourage the public to massively reduce its use of private cars and take up cycling.

The present ban means that children can cycle across the Town Centre to school but need to break the law in order to return home and local cyclists are being discouraged from cycling into and across Woking by the threat of prosecution.

Answer

There are limited areas within the Town Centre where cyclists are asked to dismount from their cycles, walk a short distance before cycling once more.

The ongoing issue will always be those cyclists that travel at speed, inconsiderately or carelessly in busy pedestrian areas and whilst noting the comments, officers feel it would be prudent to retain the current arrangements in order to encourage responsible behaviour and reserve the right to deal proactively with the minority of cyclists who potentially endanger others.

Work to provide further designated cycle lanes in the Town is ongoing which should provide improvements for cyclists in the future.



WOKING JOINT COMMITTEE

DATE: 6 DECEMBER 2017
LEAD OFFICER: ANDREW MILNE, AREA TEAM MANAGER

SUBJECT: CHOBHAM TO WOKING PEDESTRIAN AND CYCLE FACILITY - PETITION RESPONSE

AREA: GOLDSWORTH EAST & HORSELL VILLAGE / WOKING NORTH

SUMMARY OF ISSUE:

A petition has been received by the Woking Joint Committee and the Surrey Heath Local Committee asking for a safe route to be provided for pedestrians and cyclists between Chobham and Woking. The wording of the petition is;

“Currently there is no safe route for pedestrians and cyclists between Chobham and Woking, the speed and volume of traffic along the A3046 Station Road is a barrier to all but motor vehicle users. This petition is for a family friendly pedestrian and cycle route to link the two towns. The proposed route uses the footway along the A3046 between Chobham High Street and Horsell Common Road, then continues along Horsell Common Road - South Road - Morton Road - Ridgeway from where foot and cycle paths complete the route to the Brewery Road Car park in central Woking. Although the route currently exists the footway adjacent to the A3046 is of variable quality and a section of it is currently unpaved.”

At the time of writing this response, the online petition contained 228 signatures.

This response is being reported to both committees.

RECOMMENDATIONS:

Woking Joint Committee is asked to note the contents of this report and the conclusion that no pedestrian and cycle facility could be provided over the entire length of the route due to various physical constraints and financial implications but that part of the existing footway will have maintenance work carried out to restore its original width.

REASONS FOR RECOMMENDATIONS:

Although the provision of a continuous route for pedestrians and cyclists between Chobham and Woking would be ideal, financial and physical constraints do not make this possible. A shared foot / cycleway of sufficient width could be achieved over some of the route but due to limited highway extents and land ownership issues, it would not be possible to make this a continuous route. Consequently, it is recommended that the provision of such a route is not progressed.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The direct road route between Chobham and Woking is the A3046, which is known as Chobham Road, Kettlewell Hill and Station Road. This is a busy road and in places is quite narrow, particularly the Kettlewell Hill section, and there is no continuous footway along its length.
- 1.2 Alternative routes are available within Woking Borough that allow pedestrians and cyclists to avoid using the A3046. This route uses Horsell Common Road, South Road and Morton Road before using Footpath 19 to Brewery Road. Part of Footpath 19 passes over Ridgeway, which is a private road that joins Morton Road near Woking High School.
- 1.3 The direct route using the A3046 and the route via Footpath 19 are shown on the plan at Annex A.
- 1.4 The route via Footpath 19 was previously investigated by Surrey County Council in 2004/5, when Sustrans was commissioned to carry out a feasibility study. It was looked at again in 2009 during the start of the Woking Cycle Town project, when it was planned to be known as Planet Trail Jupiter. This did not proceed due to cost and the relatively short period during which Cycle Woking funding was available.

2. ANALYSIS:

- 2.1 Although it is not clear from the wording of the petition exactly where in Chobham the route is intended to start, in 2004/5 and 2009 the proposed route started in Cannon Crescent, to the east of Chobham High Street, continued around the cricket ground before emerging on to the footway on the north side of the A3046 Station Road adjacent to The Park Gallery (which is the end property, next to Tesco).
- 2.2 The route would have used this footway as far as Sandpit Hall Road. There is a narrow verge between the footway and the road over the first 30m or so from The Park Gallery that could be used to widen the surface. However, over the majority of the rest of the length there is little scope to widen the footway due to the adjacent ditch. This footway does not continue on the Woking side of Sandpit Hall Road. Instead, it continues on the south side of the A3046 and so some crossing facility would be required, most likely a Toucan crossing that would be located on the Chobham side of the junction. There are existing dropped kerbs at the end of each footway to allow people to cross from one to the other but these are too close to the junction with Sandpit Hall Road for a Toucan crossing to replace them. The footway on the south side of the A3046 would therefore need to be extended to link in with the crossing located slightly further from the junction.
- 2.3 The footway on the south side of the A3046 continues to the Mimbridge Garden Centre. It is of variable width but is generally relatively narrow, as the following photograph shows. Some additional width could be obtained by “siding out” the

footway and clearing away any encroachment of soil and grass etc. but a considerable length of footway would need to be treated for any real benefit.



Pic 1. From entrance to Border Farm looking towards Chobham.

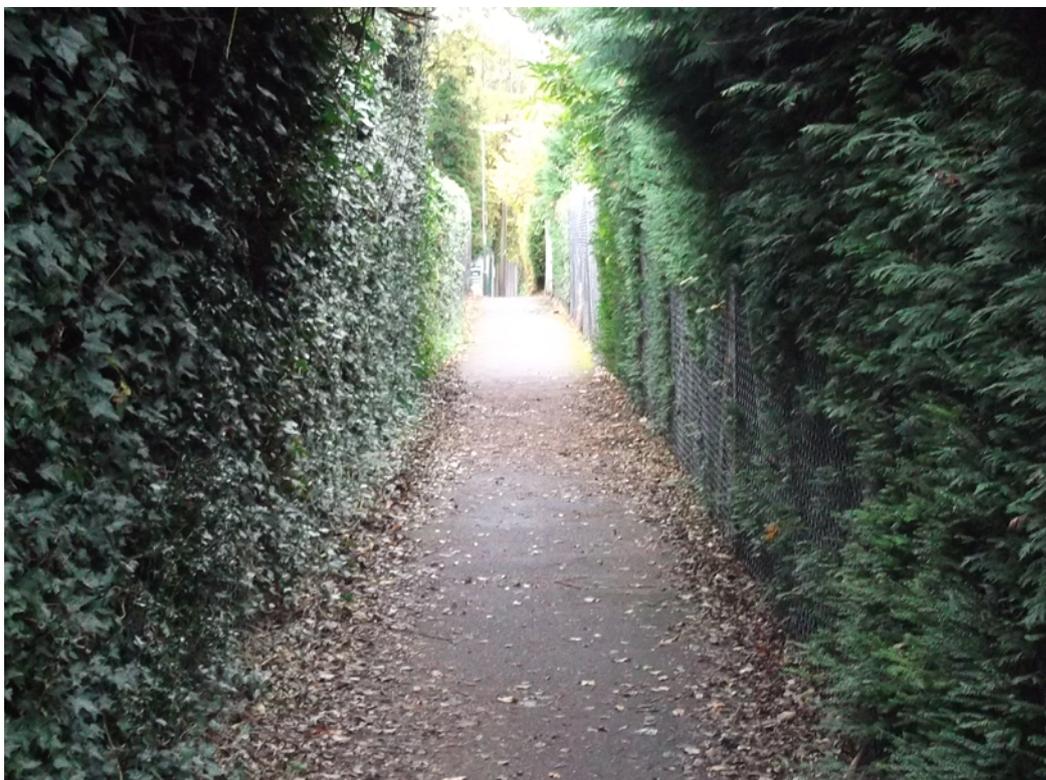
2.4 South of Mimbridge Garden Centre, there is no footway on either side of the road. The bridge over the River Bourne is too narrow to accommodate a shared use facility, although this might not cause too many issues in reality as it over a relatively short length with good visibility. However, beyond the bridge, the narrow verge runs adjacent to a ditch and a retaining structure and barrier are likely to be required if a surface was constructed. The remaining verge appears to present few issues, but when Horsell Common Road is reached, there is no verge on which to construct a shared surface.



Pic 2. Northern most part of Horsell Common Road – vehicle in distance is on the A3046.

- 2.5 Horsell Common Road is less than 5.5m wide, even though it carries two-way traffic and is subject to the national speed limit. There is minimal verge along either side of the road before there is a ditch and as such, there is no way of accommodating a cycle/footway on or off of the carriageway. The road is also bisected by Littlewick Road, which can be busy and fast, as it is also subject to the national speed limit. Whilst there are gaps in the traffic to allow people to cross, it could still present issues for some users. The physical constraints on Horsell Common Road are the same to the south of the crossroads.
- 2.6 The short section of South Road presents no real issues but Woking High School is on Morton Road and so the footways and carriageway become extremely busy at certain times. On street parking is present in many places for most of the day. Widening either of the footways is likely to only be possible if some or all of this on-street parking was removed, otherwise two-way traffic flow would be difficult to maintain. Ideally, anyone using the Chobham to Woking route would be on the school side of Morton Road in order to avoid having to cross the road to Ridgeway at, or near, the bend into Meadway Drive, where visibility is poor.
- 2.7 Ridgeway is a private road and for the first 180 metres or so, Footpath 19 passes along it, delineated from the unmade road by a line of posts. It is unlikely that residents of Ridgeway would want this footpath to be widened.
- 2.8 Footpath 19 continues between St Andrew's School and the boundaries of properties on Ridgeway, Southcote, Church Close and Hopfield and Churchfields. Generally, the vegetation to each side of the footpath is cut back and well maintained but it is still only 1.5m or so in places. As part of the Cycle Woking initiative, an attempt was made to open up access to Woking High School, which included an application to widen this length of footpath by using land adjacent to it that is in the ownership of St Andrew's School but this, not unsurprisingly, was met with objections from the school.

- 2.9 Between Horsell Park and Brewery Road, Footpath 19 was upgraded as part of the Cycle Woking work to improve access to Woking High School. Consequently, this section of footpath needs no improvement. The route from Brewery Road to Woking Town Centre is direct and easy to use.



Pic 3. Footpath 19 alongside St Andrew's School

3. OPTIONS:

- 3.1 The Department for Transport's Local Transport Note 1/12, "Shared Use Routes for Pedestrians and Cyclists" suggests a minimum *effective* width of 3m for an unsegregated route. Where the route is bounded by vertical features such as walls, fences and hedges, the actual width should be wider in order to achieve this "effective" dimension because cyclists in particular do not like to cycle too close to such features.
- 3.2 There are significant lengths of this route where even 3m *actual* width is unachievable due to physical constraints. Elsewhere, this width could be achieved but only at significant cost and on Horsell Common Road, there is no scope at all to provide a route of any width that is separated from the carriageway.
- 3.3 The width of the existing footway between Sandpit Hall Road and Mimbridge Garden Centre has been reduced by the encroachment of soil and vegetation and it could be restored by "siding out" and trimming some vegetation. This work has been ordered.

4. CONSULTATIONS:

- 4.1 No consultation has taken place.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The “siding out” of the footway between Sandpit Hall Road and Mimbridge Garden Centre is being undertaken as routine maintenance from the 2017/18 revenue budget. If no further action is taken, there will be no financial implications.
- 5.2 The length of this route is approximately 4.5km and it is not known how many pedestrians are likely to walk this far but numbers are likely to be very low. Potentially more cyclists are likely to make a journey of this length but the number is still unknown.
- 5.3 The cost of physically widening the existing footway between Chobham and Mimbridge (which would create a wider surface than the routine maintenance), plus the construction of a new surface between Mimbridge and Horsell Common Road is likely to be in the region of £224,000. This figure does not include for any retaining structure or barrier where the surface would run close to a ditch (para 2.4).
- 5.4 No cost estimate can be given for widening the narrow footpath that runs alongside St Andrew’s School etc, as referred to in paragraph 2.8, where third party land would be required.
- 5.5 It is clear that the provision of a sufficiently wide shared surface, where this is possible, would be an expensive undertaking. It is unknown how many pedestrians and cyclists would use it and there would still be long lengths of the route where a shared surface could not be provided either at all or at the required width. Consequently, such a scheme would represent poor value for money.

6. RISK MANAGEMENT:

- 6.1 Pedestrians and cyclists are considered to be “vulnerable road users” and can be at risk from motorised highway users. Consequently, whenever possible, measures are introduced to improve facilities and safety for these groups of highway users. However, physical and financial constraints sometimes mean that it is not always possible to do so and to provide a sub-standard facility could make an existing situation worse.

7. LOCALISM:

- 7.1 Through the views and needs expressed by local communities, and accommodating where possible the involvement of local communities in looking after the public highway, localism is routinely considered as part of the consultation and bidding processes for highway-related works.
- 7.2 This report responds to concerns raised by members of the local community who wish to travel between Chobham and Woking.

8. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 8.1 There are no equalities and diversity implications.

9. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.
Human Resource/Training and Development	No significant implications arising from this report.

10. CONCLUSION AND RECOMMENDATIONS:

- 10.1 There is not a continuous off-road route for pedestrians and cyclists between Chobham and Woking. The footway alongside the busy A3046 changes from one side of the road to the other and ends completely at the Mimbridge Garden Centre; there is no continuation of the route towards Woking. Users can use a combination of verge and carriageway to continue to Horsell and then use a footpath to get to the edge of Woking town centre.
- 10.2 Providing a continuous off-road route would be ideal but physical and financial constraints do not make this possible. Maintenance work to “side out” the existing footway between Sandpit Hall Road and Mimbridge Garden Centre has been ordered and this will restore the original width of this section of the route.
- 10.3 Even if there was sufficient funding to construct a route of sufficient width to be used as a shared foot / cycleway, physical constraints and land ownership issues mean that this could not be continuous. Consequently, it is recommended that the provision of such a route is not progressed.

11. WHAT HAPPENS NEXT:

- 11.1 The petitioner will be advised.
- 11.2 Work will be undertaken to side out the footway between Sandpit Hall Road and Mimbridge Garden Centre.

Contact Officer:

Kevin Patching, Traffic Engineer (Woking)

Consulted:

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Borough Portfolio Holder:

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County Council Cabinet Member:

Colin Kemp

**Annexes: Annex A – map showing Chobham to Woking via A3046 and via
Footpath 19 through Horsell**

Sources/background papers:

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