



Woking Joint Committee

Together shaping our Borough

Supplementary Agenda

6.00pm – 9.00pm

Wednesday, 10 November 2021

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

Surrey County Council Appointed Members

Ayesha Azad, Woking South-West
Liz Bowes, Woking South East (Vice-Chairman)
Amanda Boote, The Byfleets
Saj Hussain, Knaphill and Goldsworth West
Will Forster, Woking South
Riasat Khan, Woking North
Lance Spencer, Goldsworth East and Horsell
Matt Furniss, Shalford

Woking Borough Council Appointed Members

Borough Councillor Simon Ashall, Heathlands
Borough Councillor Tahir Aziz, Canalside
Borough Councillor Ann-Marie Barker, Goldsworth Park
Borough Councillor Colin Kemp, Horsell Ward (Chairman)
Borough Councillor Josh Brown, Byfleet and West Byfleet
Borough Councillor Deborah Hughes, Hoe Valley
Borough Councillor Ellen Nicholson, Mount Hermon
Borough Councillor Steve Dorsett

Chief Executive
Julie Fisher
Woking Borough Council

Chief Executive
Joanna Killian
Surrey County Council

The agenda for the meeting is set out below.

SUPPLEMENTARY AGENDA

PETITIONS

Petition re Beaufort Green - response attached

WRITTEN PUBLIC QUESTIONS

WRITTEN MEMBER QUESTIONS

BUS STOP CLEARWAY REPORT – ANNEX B

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SURREY COUNTY COUNCIL



JOINT COMMITTEE (WOKING)

DATE: 10 NOVEMBER 2021
 SUBJECT: D3728 BEAUFORT ROAD GREEN, MAYBURY
 DIVISION: WOKING NORTH

PETITION DETAILS:

A petition has been received asking the County Council to convert the large verge in Beaufort Road into private parking spaces.

The petition contains 77 names / signatures and includes the following details:

The Beaufort Road amenity land has been in disarray for many years. Most residents have at least two vehicles if not more per household and parking on the road is unavailable. Residents have no choice but to park on the amenity land which they have been doing for the past 20 years. This is because they are unable to build driveways to their properties due to the layout of the land. Over the years promises were made by the local councillors of a solution to this problem yet to date nothing has been delivered. I urge the council the matter can no longer be dismissed and desperately requires your intervention as the current state of the land is not only unappealing for residents but has major safety concerns in terms of accessibility for emergency vehicles in an event of an emergency. The amenity land is becoming more dangerous and uneven with the mud holes and land is being washed away making parking very dangerous.

We the undersigned residents of Beaufort Road, Woking hereby set forward the motion of a petition against issues highlighted and in unity agree to 'Option 2' conceptual proposal as a possible solution.

RESPONSE:

The grass verges along Beaufort Road, as well as those in many other roads in the Borough, are included in a byelaw dating from 1955 that prohibited parking on these "margins". Beaufort Road was added to the list of roads in 1960, at a time when current levels of car ownership were probably unimaginable.

The large verge that is the subject of this petition lies in front of numbers 34 to 52 Beaufort Road and forms part of the publicly maintainable highway. It is a sizeable verge that can accommodate a relatively large number of vehicles. The back of the verge, adjacent to the footpath that runs in front of the houses, is at a much higher level than the front of the verge adjacent to the carriageway.

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Our overall work programme of schemes includes several for the conversion of verges to parking. One of these is for “Maybury, various roads – convert verges to parking”, which would include Beaufort Road.

Despite having these items on the programme, it is not the duty of a highway authority to provide parking and they are not priority schemes for Surrey County Council to consider. Furthermore, using public funds to provide what would effectively be private parking, could be called into question.

It is acknowledged that the “Option 2” drawing that was included with the petition and which is appended to this response is a conceptual proposal. Consequently, far more work needs to be done on it before an accurate estimate of the cost of the scheme can be established. It seems unlikely that this scheme could be built for less than £100,000 and it is more probable that the cost would be closer to, if not more than, double that figure. It is unclear whether a topographical survey of the area has been carried out to accurately determine level differences, particularly the difference between the retaining wall end of the parking spaces and the rainwater garden below. This will determine the construction and cost of the retaining structure, which would also need to support some sort of restraint system to stop both pedestrians and vehicles from accidentally falling from the higher level.

It is unclear how many electric vehicle charging points might be provided and where. If these are at the retaining wall end of the parking spaces, their provision will also affect the construction of the retaining structure.

Surrey County Council would need to consider whether it wants to take on the maintenance liability of this new road construction and, more specifically, the retaining structure and we would expect a commuted sum for on-going maintenance to be included in the overall cost of the scheme.

Whilst the permeability of the verge may have been affected by being driven over by so many vehicles for so long, it will still allow for a certain amount of infiltration of rainwater. The new road and parking spaces will discharge this surface water immediately, but it is not clear whether this will be directed on to the carriageway before being collected in gullies and, presumably, then into the rainwater garden. This area has already been identified by the Environment Agency as being at risk from flooding in a 1 in 30year storm event and the extent of potential flooding increases in the 1 in 100year and 1 in 1000year projections. Increasing the amount of immediately discharged surface water and the capacity and performance of the rainwater garden will therefore need to be carefully considered.

The resulting parking bays will effectively become private parking spaces and it is not clear if the intention is to allocate the spaces to properties, but this cannot be done with parking spaces on the highway.

Surrey County Council will support and work with Woking Borough Council if that authority wishes to progress this scheme, but it is unlikely that a recommendation would be made to use Joint Committee Capital budgets to help fund it. The area of verge would appear to be surplus to highway requirements and if extinguishing

highway rights over it would help to progress this scheme, an application for the area to be Stopped Up could be considered.

It might be appropriate to use CIL to fund much more detailed feasibility and design work as this will be crucial in establishing an accurate cost estimate for the scheme. This will be needed in order for a more informed decision to be made about whether the scheme should be promoted, or not. Without it, the scheme could be supported and progressed, with residents expecting the work to be done with no accurate estimate of cost and, consequently, no clear, identified source of funding.

RECOMMENDATION

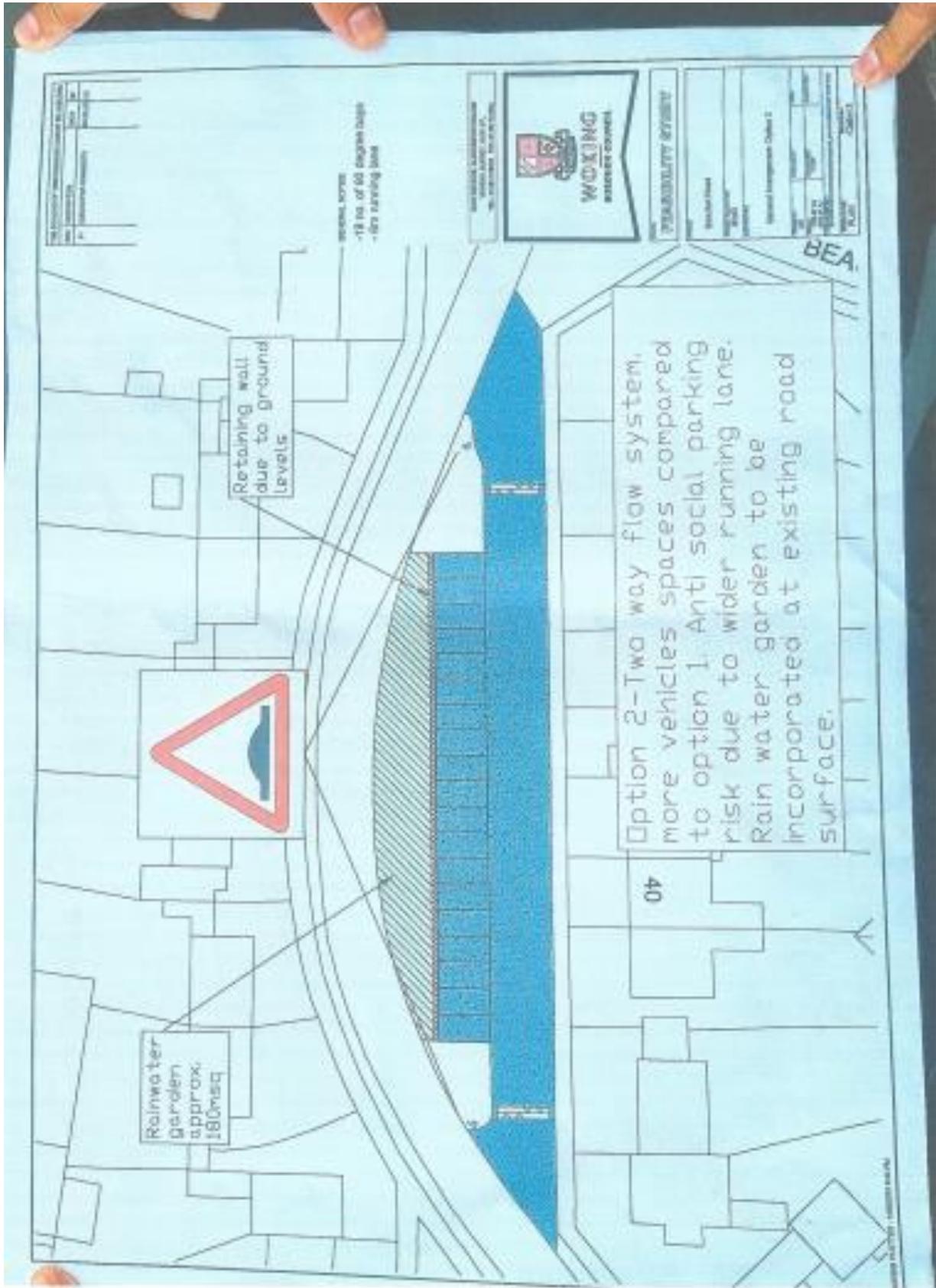
The Local Committee is asked to note that:

- (i) Providing parking is not a priority for Surrey County Council but we will work with Woking Borough Council if they wish to convert the verge in Beaufort Road.
- (ii) Consideration should be given to using CIL contributions to fund a more detailed feasibility and design that will allow a more accurate cost estimate to be determine which will allow a more informed decision to be made on whether to promote this scheme, or not.

**Contact Officer: Kevin Patching, Traffic Engineer, Highway Engagement and Commissioning Team
0300 200 1003**

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OPTION 2, referenced in the petition and designed by Woking Borough Council.





WOKING JOINT COMMITTEE

DATE: 10 NOV 2021
SUBJECT: SUPPLEMENT - WRITTEN PUBLIC QUESTIONS & RESPONSES
DIVISION: WOKING

Question 1 – Keith Creswell, Village Representative WB, Byfleet West Byfleet and Pyrford Residents Association

In November 2020 in response to item 7.1 and following support from those Councillors who spoke, Mr Milne undertook to cost out the completion of the shared path along the A245 to Byfleet and present it to members in the next Committee round as one of the expenditure options, funding permitting. Councillor Barker particularly wanted to ensure this was not "kicked into the long grass" and Councillor Boote was willing to use some of her Highways budget to aid completion. Councillor Azad agreed that the shared path should be considered in the next funding round.

It was minuted that this proposal would be considered in the March 2021 budget round.

At the meeting of 24/3, the minutes state

"The Woking Joint Committee agreed to:

...

- iv) Agree the proposed capital works programme for 2020/21, shown in Table * and as agreed at the informal meeting of the Woking Joint Committee on 10 March 2021.

Table* was not attached and no record of its contents or the informal discussion to show if the A245 shared path proposal was included for consideration as decided in November 2020.

No Highways issues were covered in the June meeting.

My question is therefore has the A245 shared path proposal been kicked into the long grass again or does it now feature as an item on Table*?

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Answer

The recorded minutes for this item from the 11 November 2020 Woking Joint Committee meeting state, "It was therefore agreed that this would be considered in the March 2021 budget round, alongside other priorities".

The scheme was not promoted for design and construction during 2021/22 as other priorities, including schemes that had been on our overall work programme for a number of years, were considered instead. It should be noted however that apart from one speed limit review all the other schemes that the Woking Joint Committee decided to fund this year were focussed on improvements to walking and cycling infrastructure, including significant investment in the Chobham to Woking (Horsell) cycle/footway scheme, part of which is in Surrey Heath and is being funded by the Surrey Heath Local Area Committee.

The extension of the shared facility on the south side of Parvis Road has not been "kicked into the long grass" and is included on our overall work programme. However, it is likely that this facility would need to be provided by a mechanism other than via funding from the Woking Joint Committee.

The original petition, in November 2020, whilst specifically asking for the extension of the shared facility as far as the Queen's Head pub in Byfleet, also referred to it forming part of a strategic cycling route from Cobham. There is, therefore, an argument for extending the scheme beyond the Queen's Head to the Borough Boundary on Parvis Road and into Sopwith Drive where it could link in with cycle and pedestrian accessibility infrastructure that the Elmbridge Area Team recently constructed in the Brooklands area. Extending the Parvis Road shared facility this far would require an improved crossing of Parvis Road but would also give access to Brooklands, and beyond.

Members of the Joint Committee will recall a petition and questions relating to the provision of a pedestrian crossing over Sopwith Drive and this could be made useable by cyclists to allow them to access the Brookland Estate. There may be scope to combine the extended Parvis Road shared facility with this crossing to form a sustainable transport package that might be able to bid for separate funding. Consequently, we are in discussion with colleagues in our Transport Policy team about including this proposal in the Woking Local Cycling and Walking Infrastructure Plan (LCWIP) for Woking. This document predominantly focuses on cycling and walking infrastructure routes radiating from the town centre but routes elsewhere in the borough also have their own merits.

The response to the petition in November 2020 drew attention to the fact that there were certain lengths of this route where a shared facility could not be provided in accordance with the guidance set down in the Department for Transport's document, "Local Transport Note 1/20 Cycle Infrastructure Design". This is in terms of the available space and resulting sub-standard width of the facility but also because of the need to cross over the M25. When a facility was installed on the north side of Parvis Road some years ago, it was acceptable, if

not ideal, to advise cyclists to dismount due to insufficient height of the bridge parapet rails. That is no longer acceptable and any new facility over this bridge would require the parapet to be replaced or extended (it is likely that the one on the north side would be retrospectively altered at the same time). It is possible that there are other locations where achieving a facility in accordance with LTN 1/20 would increase the cost further still, which is why this route should be promoted by some other means and ideally as an additional LCWIP route.

Question 2 - Rachel Blumson, Old Woking Road resident

When will Surrey Highways make the Old Woking Road safe? How many more people need to die before a speed camera will be put in place on the hill near Pyrford Common Rd.

What safety measures will Surrey be introducing to protect school children who are attending Greenfield School, for example 30 mph.

Answer

The 40mph section of Old Woking Road has been recommended as an average speed camera site for consideration during the 2022/23 financial year. Although “spot” speed cameras could be considered in the vicinity of the junction with Broomcroft Drive, it is likely that more benefit would be derived from the adoption of average speed cameras along a greater length of the road. Old Woking Road will need to compete for funding along with other sites, all of which will be prioritised, taking into consideration the personal injury collision history along the road and existing vehicle speeds.

The 40mph speed limit is appropriate for the road, including the section outside Greenfield School, where speed surveys have indicated relatively good compliance with the 40mph speed limit compared with other 40mph limits. However, speeds were too high to allow the limit to be reduced to 30mph in accordance with our speed limit policy.

Experience shows that changing to a lower speed limit on its own will not necessarily be successful in reducing the speed of traffic by very much if the prevailing mean speeds are much higher than the proposed lower speed limit. If a speed limit is set too low and is ignored, then this could result in the majority of drivers criminalising themselves and could bring the system of speed limits into disrepute. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources.

Question 3: Robert Shatwell, Chair, Hoe Valley Neighbourhood Forum

In Nov 2019 I submitted requests, on behalf of The Hoe Valley Neighbourhood Forum, to the Commons Registration Officer to have the recreation Grounds at

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St Peters Rd, Old Woking, Loop Rd at Westfield and Elmbridge in Kingfield re-designated as Local Village Greens, (LVG). I submitted the appropriate request form together with details of a significant number of residents having used the sites “as of right” for a period up to 50 years. This fulfils the requirements for re-designation to LVG.

It is now 2 years on and still no decisions have been made, despite much correspondence. There have been “trigger events” submitted as reasons why the grounds at St Peters Rd and Loop Rd should not be re-designated as LVGs. These trigger events are previously submitted planning applications dating back to 1948. All these trigger events have either been completed or out of time and should therefore not be considered as reasons for refusal.

With regards to the site on Elmbridge the land owners Woking Borough Council, (WBC), has submitted an objection on the grounds that there is a statutory right for the residents to use this site, however they have never notified the residents, or placed signs stating a statutory right and what that statutory right permits. I have submitted a counter argument to the Commons Registration Officer, dated 16th July 2021, but have not received any response.

I would wish to ask the joint committee why it has taken some 2 years to process this matter and why outdated trigger events are being used as reason to reject the application? I fully appreciate that we have gone through a pandemic where many employees are supposedly working from home, however I do not think that is good reason for such a lengthy delay. I hope that by bringing the matter before the joint committee the process can be expedited.

There is an element in my question which only SCC can answer, that being why SCC are sighting planning applications which date back to 1948, have been completed or are out of time, as being trigger events precluding both St Peters and Loop Road Recreation Grounds from being redesignated as Local Village Greens. This a decision taken by SCC, not WBC.

Answer

In November 2019 Mr Shatwell made an application to register 3 separate parcels of land as a Town or Village Greens at St Peters Road Recreation Ground, Old Woking, Loop Road Recreation Ground, Westfield and Elm Bridge Recreation Ground in Kingfield. The applications were made under section 15 of the Commons Act 2006. At that time Commons Registration was dealt with by another section of the County Council, however towards the end of 2020 the responsibility for Commons Registration was transferred to the Countryside Access Team. Mr Shatwell has made an official complaint about the delay in responding to his cases, and this has been dealt with through the complaint's procedure.

The legislation under which Mr Shatwell made the applications sets out the matters that need to be considered before the Council can consider whether the

evidence supplied is sufficient to suggest that the area of land is a Town or Village Green.

One of the first things that we, as Commons Registration Authority, have to consider is the fact that the right to apply for registration as a TVG under section 15(1) Commons Act 2006 (“the Act”) is excluded under section 15(C) of the Act by what is referred to as ‘trigger events’ and would only become exercisable again if the corresponding ‘terminating event(s)’ had occurred.

This rule applies even if the trigger event or terminating event occurred prior to the commencement of section 15C of the Act (in this case 25 April 2013).

The Defra guidance on sections 15A to 15C of the CA 2006 published in 2016 also sets out that “at any time when the right to apply is excluded in respect of land, a commons registration authority **cannot accept any application to register the land as a green**” (emphasis added).

So, this means that, regardless of the amount or quality of the evidence supplied with the application, if there is a trigger event with no terminating event, we are unable to proceed with the application.

We asked all the relevant planning authorities for the area (the Borough Council, the County Council, and the Planning Inspectorate) if there had been any trigger events on the land. Woking BC supplied us with details of planning applications which would be considered trigger events relating to the areas of land at both Old Woking and Westfield. The information indicated that some of these applications were both granted planning permission and subsequently implemented. No corresponding terminating events have therefore occurred for this site.

We sought legal advice from the legal team in Surrey County Council regarding the impact of these planning applications and whether they could indeed be classed as trigger events. The advice from our legal team was that they were indeed trigger events and that as there were no corresponding terminating events then the legislation makes it clear that a commons registration authority cannot accept any application to register the land on the two sites (Westfield and Old Woking) as a Town or Village Green.

Mr Shatwell was informed by way of emails dated 2.3.2021 (St Peters Road Recreation Ground) and 18.05.2021 (Loop Road Recreation Ground) that his applications could not be progressed due to the existence of trigger Events with no corresponding terminating Events. In addition, I have exchanged correspondence with him since then reaffirming our position regarding these two cases and reiterating that they are not going to be progressed.

Regarding his third application, at Elm Bridge Recreation Ground, we are progressing this matter, it has been advertised in the local press and on site. The landowners (Woking Borough Council) have submitted a full objection to the application which our legal team has considered at length. I have informed Mr

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Shatwell by email dated 5th October 2021 of the current situation which is that the legal team are seeking advice from Counsel regarding the matter and are minded to hold a local public inquiry to determine the matter.

I note that Mr Shatwell refers to a counter argument that he submitted 16th July 2021. I am in receipt of an email dated 13th July 2021 in which Mr Shatwell submitted a response to the objection that had been lodged by Woking Borough Council. I responded to this by email dated 16th July 2021 acknowledging his response and confirming that it would be submitted along with all the other documents to our legal team for their consideration. Legal then received Mr Shatwell' s application, the evidence, the objection, and his comments on the objection.

Mr Shatwell asks why it has taken so long to process the matter and why outdated trigger events are being used as a reason to reject the applications.

The trigger and terminating events are set out in Schedule 1A of the Commons Act 2006 which you can view by following this link: [Commons Act 2006 \(legislation.gov.uk\)](https://legislation.gov.uk/ukpga/2006/21/schedule-1a)

In this instance, we are dealing with only planning applications as triggers and Schedule 1A of the Commons Act 2006 sets these and the corresponding terminating events out as follows:

<i>Trigger events</i>	<i>Terminating events</i>
1. An application for planning permission [, or permission in principle,] ² in relation to the land which would be determined under section 70 of the 1990 Act is first publicised in accordance with requirements imposed by a development order by virtue of section 65(1) of that Act.	(a) The application is withdrawn. (b) A decision to decline to determine the application is made under section 70A of the 1990 Act. (c) In circumstances where planning permission [or permission in principle] ³ is refused, all means of challenging the refusal in legal proceedings in the United Kingdom are exhausted and the decision is upheld. (d) In circumstances where planning permission is granted, the period within which the development to which the permission relates must be begun expires without the development having been begun.

Where a trigger event occurs, the exclusion from the right to apply remains until the corresponding terminating event occurs. So, where the trigger is that a planning application has been made, the only terminating events are those listed above i.e., the application is withdrawn, not determined, refused (including all possible appeals) or if permission granted, the time for development to begin has lapsed (i.e., the permission has expired before it has been implemented).

If planning permission is granted and implemented within the timescales of the permission, this excludes the land as there is no corresponding terminating

event. Advice from our legal team was that the planning applications that were related to the two sites could be considered as trigger events and that therefore a commons registration authority cannot accept any application to register the land as a green.

Our position remains that the two applications for a Town or Village Green (TVG) at St Peters Recreation Ground and Loop Road Recreation Ground are unable to be progressed. The third application for TVG at Elm Bridge Recreation Ground is being progressed through due process.

Questions 4 & 5: Robert Shatwell, Chair, Hoe Valley Neighbourhood Forum

As the result of concerns raised by residents:-

- a) Residents raised concerns regarding the pedestrian crossing facilities in Rydens Way, Woking outside the 6th form college. I had a site meeting with Mr Patching where it was agreed that there is a highways safety problem. This was not caused by excess speed therefore the reduction of speed limit would not remedy the problem. It was believed the problem was caused by inconsiderate driving and lack of suitable pedestrian crossing points. Mr Patching agreed that pedestrian crossing points needed to be installed across Rydens Way by the junction with Shackleford Rd, across Shackleford Rd by the junction with Rydens Way and across Sundridge Rd at the junction with Rydens Way. Mr Patching said that these could not be done within this financial year due to lack of funding but that he would have the issue submitted for the budget in the 2022/23 financial year.
- b) At the recent AGM of the Hoe Valley Neighbourhood Forum (HVNF), residents raised a concern regarding the crossing of Westfield Ave at the junction with Kingfield Rd. Currently this is a 3 lane junction with no facilities, save dropped kerbs, for pedestrians to cross this busy junction. May this site be surveyed and recommendations made to improve the crossing point for pedestrians.

Both the above are serious concerns for pedestrian safety and in the proposed local plan of HVNF, (still in draft format state), it is to be a policy that every improvement in pedestrian/cycle safety will be a priority.

May both the above matters be submitted for inclusion in the financial budget for 2022/23, as a matter of serious highway safety.

Answer

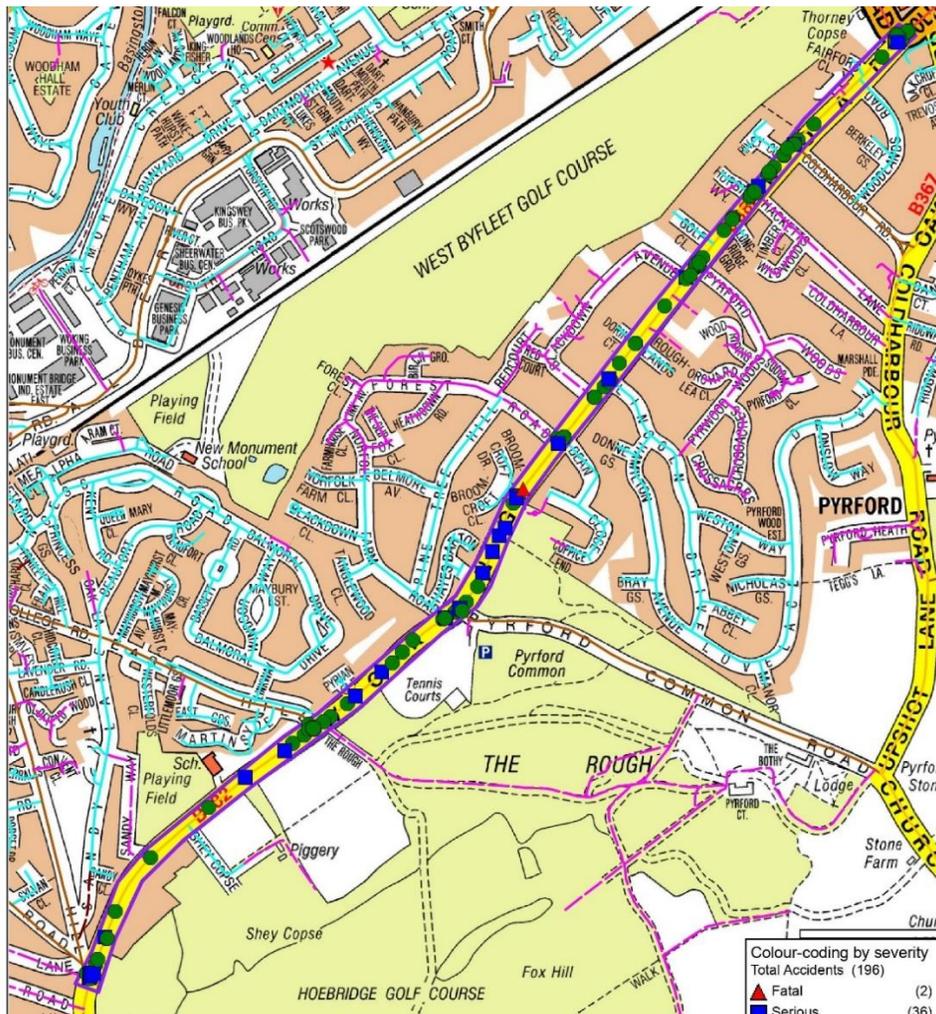
Members are asked to note the above.

Question 6 – Andrew Grimshaw, Chair, Pyrford Neighbourhood Forum

There was unfortunately a fatal road accident on the Old Woking Road in June 2021 on the hill by Broomcroft Drive in Pyrford. There was also a fatal accident in 2007 only a few yards away. These fatal accidents, like a number of other serious accidents, occurred late at night.

Local residents did attend immediately, but one can only imagine what they witnessed.

Data has been received from Sussex Safer Roads Partnership of accidents on the length of Old Woking Road between Sheerwater Road and Maybury Hill since January 2000 which are shown on the map below.



The key statistics since January 2000 show there were:-

- 195 recorded accidents - 2 fatal, 35 serious and 158 slight
- 280 casualties – 3 fatal, 55 serious and 222 slight
- 160 (82%) accidents involved a car and 14 pedal cycles
- 114 (63%) accidents occurred at either T junctions or staggered junctions

- 109 (57%) accidents occurred at four locations: Maybury Hill (27), Pyrford Common Road (19), Pyrford Woods (12) & Sheerwater Road (27)
- The three fatalities occurred between midnight & 6am and half the serious & slight accidents happened during the morning and afternoon peaks (self selected to be 06:00 to 10:00 and 15:00 to 19:00).
- Both fatal accidents and 12 (36%) of the 35 serious accidents occurred on the c300m stretch between Broomcroft Drive and Norfolk Farm Road where when driving from West Byfleet to Old Woking one is presented with a sudden blind descent

Unfortunately, the reason for the accident is not in the data provided, but the data would suggest that speeding may be an issue, particularly in late evening and early mornings and the number of accidents at junctions maybe caused by the difficult line of sight when exiting junctions.

The records show that the Woking Joint Committee received a paper on 26th March 2012, entitled Surrey's Drive Smart Road Safety and Anti-social driving Strategy and Woking's local Speed Management Plan. The paper said "The aim of the plan is to ensure that roads with the worst speeding problems are identified so that the Drive SMART resources are targeted at the sites that need them most".

Annex B listed the latest version of the Speed Management Plan for Woking. In it was highlighted The Old Woking Road B382 East Hill to Sheerwater Road roundabout a length of 2120m. The collision summary showed a survey had been done on 07/05/2009. This showed that the 85th Percentile speed was 45mph Northbound and 44mph Southbound. The "Police Enforcement Actions/proposals" were listed as " Enforcement by Casualty Reduction Officer, Roads Policing Unit, Roads Police Community Support Officer, Temp. Vehicle Activated Sign site".

The 2012 report was subsequently reinforced by the Surrey Safer Roads Partnership Road Safety Strategy 2019 -2021, which among many matters wished to "tackle collision clusters and high risk routes".

The Surrey County Council Cabinet approved on 28th September 2021 the "Policy on the use of Safety Cameras in Surrey". In the paper it said, " Higher vehicle speeds increase the risk of collisions". Safety cameras have proven to be a very effective intervention to reduce casualties"

Local Pyrford Residents believe something should be done immediately to tackle seemingly high level of accidents and fatalities on the 2km stretch of Old Woking Road and in particular between Broomcroft Drive & Norfolk Farm Road.

The suggestions that have been have included an average speed camera, a speed camera, reduction in speed limit from 40mph to 30mph, a vehicle activated sign, speed humps, additional road signs (particularly notifying drivers

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of the blind descent when driving towards Old Woking) changing the camber of the road, and possibly amending the bend.

The Pyrford Neighbourhood Forum, with the full support of the Byfleet West Byfleet & Pyrford Residents Association, and on behalf of local residents would like to know:-

Are these statistics normal or high for a 2km stretch of a B road over 20 years?

Are these statistics normal or high for the short stretch of c300m between Broomcroft Drive and Norfolk Farm Road of a B road over 20 years?

What has been done to manage speed on the stretch of the B382, between East Hill & Sheerwater Road, under the Drive Smart campaign since 2012?

What has been done to manage speed on the c300m stretch between Broomcroft Drive & Norfolk Farm Road under the Drive Smart campaign since 2012?

What are Surrey County Council criteria:-

- 1) To install an Average Speed Camera and what would be the likely cost?
- 2) To install a Speed Camera and what would be the likely cost?
- 3) To reduce the speed limit from 40 mph to 30 mph and what would be the likely cost?
- 4) To install a Vehicle Activated Speed sign showing the vehicle's speed and what would be the likely cost?
- 5) To install speed humps and what would be the likely cost?
- 6) To install appropriate road signs warning drivers of the blind steep hill descent and the likely cost?
- 7) To change the camber of the road at the top of the hill and what would be the likely cost?
- 8) To change the bend itself and what would be the cost?

Are there any other traffic calming measures that are possible and what would be their likely cost?

If any of the Surrey County traffic criteria 1) to 8) are met, what is the priority to do something on Old Woking Road, or the c300m stretch between Broomcroft Drive and Norfolk Farm Road, now and how quickly could Surrey County Council introduce measures to reduce the future level of accidents?

Answer from Duncan Knox, Road Safety Manager,

Many thanks for raising the concerns over the history of collisions on this stretch of 40 mph road. County council officers share those concerns. Previously there has been investment in enhanced yellow backed chevron signing and vehicle activated signing, but there are still too many collisions. Although there may be

several factors combined that might have contributed to the collisions on this stretch, excess speeding will increase the risk of collision, and will make the consequences worse, irrespective of any other factors. Therefore, officers have already recently discussed with police the possibility of implementing average speed cameras on this stretch of road.

The county council cabinet have recently approved a new speed camera policy after recognising the benefits and success of safety camera enforcement, especially average speed cameras. This can be viewed via the following link: [Surrey County Council - Agenda for Cabinet on Tuesday, 28 September 2021, 2.00 pm \(surreycc.gov.uk\)](https://www.surreycc.gov.uk/agenda/cabinet/2021/28-september-2021/2.00-pm) (Item 168/21). The policy describes two categories of new safety camera site “core casualty reduction safety camera sites” and “community concern safety camera sites”. Central funding from the safer roads partnership will be prioritised towards “core casualty reduction safety camera sites” with the greatest potential for reducing casualties. These will be selected using a points-based system weighted for severity of collision, and presence of vulnerable road users within the history of collisions at the site. There will also need to be confirmation that speeds are part of the problem using data from speed surveys. Cameras will also be considered for “community concern” sites. These are defined as sites where there is a lower level of collisions, but where speeding traffic is a major concern of the local community. Funding for community concern sites will not ordinarily be provided from the central budget of the safer roads partnership as this will be reserved for the “core safety camera sites” using the points-based criteria. Instead alternative sources of funding will be required. This might be from budgets allocated to local county councillors for highway improvements, Community Infrastructure Levy funds, or as part of major schemes for example.

County council officers are currently working towards introducing a consistent 40 mph speed limit enforced by average speed cameras on the “Pirbright Bends” (Mytchett Place Road, Gole Road, Gapemouth Road and Grange Road) in Pirbright, during the current financial year, as this network of roads has suffered a long history of collisions including several resulting in serious injury and fatalities. Following completion of this project, analysis will be undertaken to identify the next priority location for investment in “core casualty reduction safety camera sites” for implementation during the next financial year and Old Woking Road will be included within that analysis.

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WOKING JOINT COMMITTEE

DATE: 10 NOV 2021

SUBJECT: WRITTEN MEMBER QUESTIONS

DIVISION: WOKING

Question 1 – from County Councillor Will Forster

At the March meeting of the Woking Joint Committee, it was agreed to consult local people on designating Park Road and White Rose Lane as 20mph areas.

Please can the Committee confirm what progress has been made on this?

Answer

It is appreciated that the Joint Committee would like to consult local people on designating Park Road and White Rose Lane as 20mph areas or zone. Details of how to progress a request for changing a speed limit are set out in the Setting Local Speed Limits Policy. Further details of this can be found on our website here: [Setting local speed limits policy - Surrey County Council \(surreycc.gov.uk\)](https://www.surreycc.gov.uk/setting-local-speed-limits-policy) .

The next step in this process is to undertake speed surveys along the roads and to analyse accident data to see if 20mph would be appropriate and meets the criteria set out in the policy.

Consequently, no consultation has yet been undertaken, although the speed surveys were carried out between 7th and 13th July this year. One of the criteria for a 20mph speed limit for a “signs alone” speed limit change is for the average mean speed to be 24mph or slower. Otherwise, supporting engineering measures would be required and these more expensive measures would have to be prioritised from the budgets available to the Joint Committee.

The results are set out in the tables below and where previous speed data has been collected, this is included for comparison.

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PARK ROAD - speed surveys results				
Survey location	Date	Direction	Mean speed mph	85th %ile mph
Park Road	Aug-20	Eastbound	29.9	35.2
Lamp column 30, outside No 69	Jul-21		28.5	34
	Aug-20	Westbound	28.3	34.4
	Jul-21		30.6	35.5
Park Road	Jul-21	Eastbound	24	29
Lamp column 23, at junct with Ivy Lane (no data from Aug 2020)	Jul-21	Westbound	25.1	29.7

WHITE ROSE LANE - speed surveys results				
Survey location	Date	Direction	Mean speed mph	85th %ile mph
White Rose Lane	Sep-14	Eastbound	29.5	34.3
Railings between Knowl Hill and Clear Down	Jul-21		29.4	34.2
	Sep-14	Westbound	28.8	33.5
	Jul-21		28.5	33
White Rose Lane	Sep-14	Eastbound	29.1	33.8
Lamp column 45 nr Trevarno Lodge	Jul-21		28.9	33.7
	Sep-14	Westbound	29	33.9
	Jul-21		30.4	35.1
White Rose Lane	Jul-21	Eastbound	26.7	31.1
Lamp column 36 outside No 24, between Rosewood and Bylands (no data from 2014)	Jul-21	Westbound	25.2	30

The speeds that were recorded in Park Road indicate that in one location speeds are too high to permit a “signs-only” 20mph limit and at the other, the mean speeds were at, or very slightly above, the threshold for such a limit. The variance suggests that a 20mph limit would not be appropriate along the whole length of road.

The speeds that were recorded in White Rose Lane are very similar to those recorded in 2014 when this issue was raised before. These speeds are too high to permit a “signs-only” 20mph limit being introduced.

The request for the speed limit to be reduced to 20mph with supporting engineering measures has been noted for potential future prioritisation.

Question 2 – from Borough Councillor Ellen Nicholson, Mount Hermon Ward

A healthy river system is one with a rich diversity of species and habitats all co-existing in clean water. As well as being somewhere we like to spend time, a healthy river can provide us with clean drinking water, flood retention and many more services important in our day-to-day lives.

Recently there have been stories of sewage overflow – in Surrey raw sewage flowed into Surrey’s rivers for more than 19,800 hours last year.

There were almost 1,900 raw sewage overflow spills from treatment plants in the county during 2020, prompting campaigners to call for change and improvements to the sewage network. Last week a further story emerged of tap water in parts of Kent and Surrey potentially being contaminated with E-coli after the bacteria was found at one of its treatment works.

We know too that water companies have recently been authorised to reduce the amount of chemicals in waste water as a result of the ongoing delivery driver shortages.

The right to sanitation is an element of "the right of everyone to an adequate standard of living for himself and his family" (Article 11 of the International Covenant on Economic, Social and Cultural Rights or ICESCR). The UK considers that a right to sanitation entails achieving the outcome of providing a system for the treatment and disposal or re-use of human sewage and associated hygiene.

Can the chairman assure residents and members of Woking that the responsible officers within Public Health and the Environment Agency have undertaken an assessment of the water plants that supply Woking and the wider areas of Surrey to ensure that:

1. E-coli is not detected in the local treatment works and the testing regime has been reviewed to ensure this is robust

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2. That there are sufficient chemicals in stock, or a plan has been developed to procure sufficient chemicals to ensure adequate purification of the water and sewage.
3. That any sewage overspill into rivers is being monitored and agreed in advance, and no unauthorised overspill is contaminating the local rivers.

Gloucestershire County Council set up a group tasked with cleaning up the county's rivers as back in 2019 water companies were found to have discharged sewage into English Rivers for a combined 400,000 hours.

The task group has powers to hold the county's polluters to account, as well as:

- . Investigating the extent of pollution present in rivers
- . Investigating the extent of the damage the pollution is having on the ecosystems within rivers and the safety issue it poses.
- . Scrutinising the activities of water companies and other polluters, and to challenge them to change their behaviour.
- . Developing an action plan to create a series of designated bathing spots in some of Gloucestershire's rivers to make them safe for the public to enjoy.

Are Surrey County Council considering following this example?

Answer

Surrey County Council have no current plans to instigate a task group on this issue.

This question does not fall into the remit of the Woking Joint Committee, however, this has been passed to the Environment agency for their comments, which will be shared with Councillor Nicholson once received.

Question 3 - from Borough Councillor Colin Kemp

The junction of Morton Road, Meadway Drive and the ridgeway in a dangerous bend for cyclists especially at school finishing time as cyclists exiting from the schools come straight out on to this junction.

Highways officers have looked at putting railing at this location to direct the cyclists away from the road, but the footpath is not wide enough.

The solution that the highways officers suggested was to put a buildout adjacent to the school exit which would allow space to put barriers in front of the schools exit and direct the students on cycles to be directed left and to safely join the road.

I engaged with the deputy head at Woking High School prior to covid at they were fully supportive.

Would the highways officers continue to design this buildout and look for funding to deliver this scheme.

This would fit with the SCC and WBC priorities to encourage cycling.

Answer

Although the Chobham to Woking “Trackway” (cycle/walking route) essentially ends at the Morton Road / Meadway Drive bend with the junction of Ridgeway, the build-out referenced in the question is being included in the Trackway scheme. Realigning the kerb to construct the build-out will provide a larger area within which the existing cycle route signs can be repositioned to make them more visible as well as providing the benefits for Woking High School pupils that Councillor Kemp mentions.

Question 4 – from Borough Councillor Colin Kemp

Following on from the success of the 20mph speed limit along the centre part of Horsell High Street, could the officers continue this work and look at the speed of vehicle approaching the village.

I understand the SCC policy on speed limits will not allow 20 or even 30mph in all the approach roads but could we look at other reductions to aide safety in and around the village

- A. The stretch of Horsell Birch between Littlewick Road and the High Street is set at national speed limit(60mph) so we are asking driver to slow by 30mph in the blink of an eye before they enter a built up area and a 30mph limit.
- B. South Road has long been a speeding hot spots and resident have complained about vehicle approaching a residential area too fast. The section of South Road between Littlewick Road and the junction with Cheapside and South Road is a narrow country road and is set again at the national speed limit, after the junction with Cheapside it again slows to 30mph.

Could both the locations be looked at and depending on the speed measurements recorded at these locations, could both these lengths of roads be reduced to 40mph to give drivers a slower mean speed when approaching the residential areas. Also, both these locations do not have footpaths and are used by pedestrians and cyclists so this would make these roads feel safer for walking and cycling.

Answer

As Members will be aware, the first stage in any speed limit assessment is to undertake speed surveys to determine whether the existing vehicles speeds would permit a reduction in the limit. However, there are merits in assessing the speed limits on Horsell Birch and South Road.

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The national speed limit on Horsell Birch is, in some ways, anomalous, given that Carhouse Lane and Littlewick Road, west of the Horsell Birch roundabout are already set at 40mph. Although Horsell Birch is rural, with no properties alongside, a lower speed limit approaching before the 30mph could offer benefits, particularly given that immediately inside the 30mph limit, there is the crossroads junction with the unadopted sections of Horsell Birch and, a little further on, the busy Bullgeggars Lane junction.

On its own, the length of Horsell Birch under consideration would be significantly shorter than the 600m minimum length of speed limit that is generally desirable. However, if a 40mph limit is appropriate on this length of road, the Horsell Birch roundabout could also be included thereby making the limit on Horsell Birch an extension of the existing 40mph limits on Carhouse Lane and Littlewick Road (west). The 40mph limit would then commence to the east of the Horsell Birch roundabout with Littlewick Road (east) remaining as national speed limit. It might, however, be worthwhile undertaking speed surveys on Littlewick Road (east) at the same time, if only to collect speed data for that road.

Although South Road is entirely rural, the width of the road is not necessarily compatible with the national speed limit and if the limit in Horsell Common Road is reduced to 40mph, as per the separate report to this meeting of the Woking Joint Committee, there would be a consistency in speed limits on similar looking roads that should make sense to drivers and encourage greater compliance with the reduced limit.

These speed limit assessments could be added to the ITS work programme for Woking, although at this stage it cannot be said when they would be promoted. Members may consider it appropriate for the assessment, and any subsequent speed limit reduction, to be funded by CIL contributions.

Question 5 – from Borough Councillor Rob Leach, St Johns ward

I have had some discussion with an elderly disabled resident who asked me if I could do anything to have a bus shelter installed at the stop servicing the entrance to the Hermitage estate and the crematorium. I will prepare a CIL case in due course but my question is:

Given the urgency and importance of the green agenda, may we have a policy of installing bus shelters/ seating at all major bus stops to support public transport use, particularly for those who are infirm.

Answer from Ian Murdoch, Senior Transport Officer, Passenger Transport Projects Team, SCC, together with Geoff McManus, Director of Neighbourhood Services, WBC

Surrey County Council's Highways and Transport services are responsible for maintaining the public highway, delivering public transport services, working with

bus operators to manage bus routes and the provision / maintenance of public transport infrastructure including bus stops and bus shelters, in liaison with the Borough and District Councils.

Woking Borough Council have a contract with Clear Channel UK (CCUK) for the provision (loan) and maintenance of 88 bus shelters which runs until 31 August 2030. CCUK currently maintain 88 bus shelters, satisfying the maximum provision under the terms of the contract. CCUK financed their original investment for supplying these bus shelters through the sale of advertising over the term of the contract. A steady decline in the value and demand for traditional paper sheet bus shelter advertising means suppliers are now less able to recoup the capital investment required for bus shelter provision.

WBC is at the maximum provision under the terms of the contract and suppliers are less able to recover the capital investment from the sale of advertising, extending the number of shelters beyond 88 will require capital and revenue budgets for supply and maintenance. However, SCC has funding for the supply of additional new shelters, including funding secured through the Enterprise M3 Local Enterprise Partnership (EM3 LEP), and a number of additional shelters are being implemented by SCC's bus shelter supplier Externiture in Woking in late 2021. For information, these shelters do not carry advertising.

Maximising the number of bus shelters across the Borough can help to encourage modal shift from private vehicles to public transport. Encouraging greater use of public transport reduces the number of cars on the road, meaning less traffic congestion and reduced air pollution. Typically, bus shelters do not require planning permission (advertising does), but as the structures are ordinarily located on highway land it is sensible to operate a process for considering requests.

In general SCC and WBC have similar processes to follow when requests for bus shelters are received, as follows:

Stage 1: Feasibility

- a. The Council will consider the proximity of proposed bus shelters to existing bus shelters
- b. SCC and WBC would take into account the level of support prior to any new shelter being considered e.g. a number of signatures or registered interest.
- c. If the location appears suitable SCC Highways will:
 - i. Consider any traffic management and road safety issues that may apply at the new shelter locations , which can include carrying out a highway safety audit, consulting with other relevant agencies as required e.g. Police.
 - ii. Detail and cost any additional highway works to support the installation with an indicative timeframe for delivery.
 - iii. Review the patronage information available from ticket machines and/or survey information to assess whether there is a genuine need for the bus shelter.

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- iv. Liaise with the bus companies and confirm they are willing to observe the proposed bus stop location (where requests for bus shelters require a new bus stop).

Stage 2: Funding

- d. Installations will be prioritised in relation to the feasibility works and available funds. No guarantee can be given to provide a bus shelter even if the criteria is met.

Stage 3: Consult and Conclude

- e. Although there is no legal obligation to consult on the installation of bus stops and bus shelters, residents immediately adjacent to the stop, typically 1 to 4 households/businesses, will be consulted in writing by the Council and invited to comment on the proposal.
- f. Any objections to the siting of the new shelter which are received within a 28 day consultation period will be considered by the Delegated Member/Officer, who will balance the needs of bus users against the objections received and decide whether the installation should proceed.
- g. Residents have no right to veto the Delegated Member/Officer's decision to place street furniture on the public highway and their decision will be final.

Questions 6, 7, & 8 – from Borough Councillor Ann-Marie Barker

Canal signage [see attached pictures]

The canal currently has a mish-mash of signs, including older dark blue iron WBC signs, Cycle Woking signs and new canal authority signs in turquoise which were put up very recently and are peeling away. What is the strategy for signage on the canal?





Answer from Geoff McManus, Director of Neighbourhood Services, Woking Borough Council

We understand it is both SCC and the Basingstoke Canal Authority (BCA). Paul Fishwick (former SCC) led on the Cycle Woking signage back in the day. We are chasing Neil McClure at SCC to ask who would be contact now and will let you know if we find anything further.

Parking restriction enforcement

If double yellow line restrictions are added at junctions, at the request of residents, will those restrictions be enforced?

Answer from Geoff McManus, Director of Neighbourhood Services, Woking Borough Council

We can enforce double yellow lines. If an officer sees a vehicle parked on them, they will need to give a minimum period of 5 minutes observation to ensure loading or unloading isn't taking place. This refers to goods or picking up or dropping off vulnerable people. Blue Badge holders would be allowed to park for up to 3 hours.

Lakers

The former Lakers youth centre is now being demolished. When will residents be updated on Surrey County Council's intentions for the site?

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**Answer from Graham Glenn, Head of Acquisitions and Disposals,
Land & Property, Surrey County Council.**

We anticipate confirming decisions in the early new year. Our due process is to ensure all vacant assets are tested with Council front line services, noting a number of those services are undertaking transformation programmes and still need to confirm whether such a site offers them operational potential. If we then formally declare a site surplus to operational uses, (which is a formal Cabinet Member decision), we would explore best value outcomes which could be retention of the asset for our own investment and housing activities, collaborative projects with key public sector partners, or market disposal.

In the case of Lakers, none of the above supported retention of the extant structure left after the fire.

Ref No	Stop Name	Street Name	Direction	Division	Proposed Changes	Previous Committee Approval for Clearway? (from September 2014 Committee)
W1	Limecroft Road	Bagshot Road	Bisley	Knaphill and Goldsworth West	Currently no bus stop markings at this location. Proposed 23m bus stop clearway and cage markings to be provided. Adjacent properties will be contacted, although they all have off-street parking.	No
W2	Limecroft Road	Bagshot Road	Woking	Knaphill and Goldsworth West	Currently no bus stop markings at this location. Proposed 23m bus stop clearway and cage markings to be provided. Adjacent properties will be contacted, although they all have off-street parking.	No
W3	Chobham Road	Bagshot Road	Bisley	Knaphill and Goldsworth West	Currently no bus stop markings at this location. Proposed 23m bus stop clearway and cage markings to be provided. Adjacent properties will be contacted, although they all have off-street parking.	No
W4	Chobham Road	Bagshot Road	Woking	Knaphill and Goldsworth West	Currently no bus stop markings at this location. Proposed 23m bus stop clearway and cage markings to be provided. Adjacent properties will be contacted, although they all have off-street parking.	No
W5	Oak Tree Road	Bagshot Road	Woking	Knaphill and Goldsworth West	Currently bus stop markings are provided in the bus layby. It is proposed to formalise a bus stop clearway in the existing layby.	No
W6	Oak Tree Road	Bagshot Road	Bisley	Knaphill and Goldsworth West	Currently a 13m bus cage is provided. It is proposed to extend the cage and designate as a 23m long bus stop clearway. It is understood that the residents of the nearby flats park in adjacent streets, although they would be contacted regarding this proposal.	No
W7	Cavell Way	Redding Way	Bisley	Knaphill and Goldsworth West	Currently a 13m bus cage is provided. It is proposed to extend the cage and designate as a 23m long bus stop clearway. It is understood that the residents of the nearby properties park in adjacent streets, although they would be contacted regarding this proposal.	Yes - original approval for 13m clearway
W8	Cavell Way	Redding Way	Woking	Knaphill and Goldsworth West	Currently a 15m bus cage is provided. It is proposed to extend the cage and designate as a 23m long bus stop clearway. It is understood that the residents of the nearby properties park in adjacent streets, although they would be contacted regarding this proposal.	Yes - original approval for 13m clearway
W9	Alexandra Place	Redding Way	Woking	Knaphill and Goldsworth West	Currently a 15m bus cage is provided. It is proposed to extend the cage and designate as a 23m long bus stop clearway. It is understood that the residents of the nearby properties park in adjacent streets, although they would be contacted regarding this proposal.	No
W10	Alexandra Place	Redding Way	Bisley	Knaphill and Goldsworth West	Currently a 17m bus cage is provided. It is proposed to extend the cage and designate as a 23m long bus stop clearway. It is understood that the residents of the nearby properties park in adjacent streets, although they would be contacted regarding this proposal.	No
W11	The Vyne Health Centre	Redding Way	Woking	Knaphill and Goldsworth West	Currently a 15m bus cage is provided. It is proposed to extend the cage and designate as a 23m long bus stop clearway. Off-street parking is provided for the users of the Health Centre, although they would be contacted regarding this proposal.	Yes - original approval for 15m clearway
W12	The Vyne Health Centre	The Broadway	Bisley	Knaphill and Goldsworth West	Currently a 19m bus cage is provided. There are no current plans to extend the length of this bus cage. However SCC is considering possible improvements to the layout of this bus stop, and will discuss further with the Local Member re any further proposals for this location.	Yes - original approval for 17m clearway
W13	Knaphill Shops	High Street	Woking	Knaphill and Goldsworth West	Currently bus stop markings are provided in the bus layby. It is proposed to formalise a bus stop clearway in the existing layby.	Yes - original approval as per current proposal
W14	Knaphill Shops	High Street	Bisley	Knaphill and Goldsworth West	Currently bus stop markings are provided in the bus layby. It is proposed to formalise a bus stop clearway in the existing layby.	Yes - original approval as per current proposal
W15	Queens Road	Lower Guildford Road	Bisley	Knaphill and Goldsworth West	Currently a 23m bus cage is provided. It is proposed to designate the existing cage as a 23m long bus stop clearway.	No
W16	Queens Road	Lower Guildford Road	Woking	Knaphill and Goldsworth West	Currently a 27m bus cage is provided. It is proposed to designate the existing cage as a 27m long bus stop clearway.	Yes - original approval as per current proposal
W17	Northwood Avenue	Lower Guildford Road	Woking	Woking South West	Currently a 27m bus cage is provided. It is proposed to designate the existing cage as a 27m long bus stop clearway.	Yes - original approval as per current proposal
W18	Northwood Avenue	Lower Guildford Road	Bisley	Woking South West	Currently a 27m bus cage is provided. It is proposed to shorten the existing cage and designate as a 23m long bus stop clearway.	Yes - original approval was for 25m clearway
W19	Queenswood Road	Hermitage Road	Woking	Woking South West	Currently a 23m bus cage is provided. It is proposed to designate the existing cage as a 23m long bus stop clearway.	Yes - original approval was for 27m clearway
W20	Queenswood Road	Hermitage Road	Knaphill	Woking South West	Currently a 23m bus cage is provided. It is proposed to designate the existing cage as a 23m long bus stop clearway.	Yes - original approval was for 17m clearway
W21	The Surrey	Hermitage Road	Knaphill	Woking South West	Works are currently being carried out to improve the accessibility of this bus stop. It is proposed to provide a 23m bus cage and designate as a bus stop clearway.	Yes - original approval was for clearway in the original layby
W22	The Surrey	Hermitage Road	Woking	Woking South West	Currently a 23m bus cage is provided. It is proposed to designate the existing cage as a 23m long bus stop clearway.	Yes - original approval was for 27m clearway
W23	Raglan Road	Hermitage Road	Knaphill	Woking South West	Currently a 23m bus cage is provided. It is proposed to designate the existing cage as a 23m long bus stop clearway.	No
W24	Raglan Road	Hermitage Road	Woking	Woking South West	Currently a 33m bus cage is provided in a "half-width" layby. It is proposed to designate the existing cage as a 33m long bus stop clearway.	Yes - original approval was for clearway in the original layby
W25	Crematorium	Hermitage Road	Woking	Woking South West	Currently a 23m bus cage is provided. It is proposed to designate the existing cage as a 23m long bus stop clearway.	No
W26	Health Centre St Johns	Hermitage Road	Knaphill	Woking South West	Currently a 23m bus cage is provided. It is proposed to designate the existing cage as a 23m long bus stop clearway.	Yes - original approval as per current proposal
W27	Health Centre St Johns	Hermitage Road	Woking	Woking South West	Currently a 21m bus cage is provided. It is proposed to designate the existing cage as a 21m long bus stop clearway.	Yes - original approval as per current proposal
W28	Post Office	St Johns Road	Knaphill	Woking South West	Currently a 31m bus cage is provided. It is proposed to designate the existing cage as a 31m long bus stop clearway.	Yes - original approval as per current proposal
W29	Post Office	St Johns Road	Woking	Woking South West	Currently a 25m bus cage is provided. It is proposed to designate the existing cage as a 25m long bus stop clearway.	Yes - original approval as per current proposal
W30	St James Close	St Johns Road	Knaphill	Woking South West	Currently a 23m bus cage is provided. It is proposed to designate the existing cage as a 23m long bus stop clearway.	No
W31	St James Close	St Johns Road	Woking	Woking South West	Currently a 23m bus cage is provided. It is proposed to designate the existing cage as a 23m long bus stop clearway.	No

W32	St Johns Rise	St Johns Road	Knaphill	Woking South West	Currently a 23m bus cage is provided. It is proposed to designate the existing cage as a 23m long bus stop clearway.	No
W33	St Johns Rise	St Johns Road	Woking	Woking South West	Currently a 23m bus cage is provided. It is proposed to designate the existing cage as a 23m long bus stop clearway.	No
W34	The Triangle	Goldsworth Road	Knaphill	Goldsworth East and Horsell Village	Currently a 19m bus cage is provided. It is proposed to designate the existing cage as a 19m long bus stop clearway.	Yes - original approval as per current proposal
W35	The Triangle	Goldsworth Road	Woking	Goldsworth East and Horsell Village	Currently a 23m bus cage is provided. It is proposed to designate the existing cage as a 23m long bus stop clearway.	Yes - original approval was for 19m clearway
W36	Bridge Barn Lane	Goldsworth Road	Knaphill	Goldsworth East and Horsell Village	Currently bus stop markings are provided in the bus layby. It is proposed to formalise a bus stop clearway in the existing layby.	Yes - original approval as per current proposal
W37	Bridge Barn Lane	Goldsworth Road	Woking	Goldsworth East and Horsell Village	Currently a 21m bus cage is provided. It is proposed to designate the existing cage as a 21m long bus stop clearway.	Yes - original approval as per current proposal
W38	Kingsway	Goldsworth Road	Woking	Goldsworth East and Horsell Village	Currently a 29m bus cage is provided. It is proposed to designate the existing cage as a 29m long bus stop clearway.	Yes - original approval as per current proposal
W39	Kingsway	Goldsworth Road	Knaphill	Goldsworth East and Horsell Village	Currently bus stop markings are provided in the bus layby. It is proposed to formalise a bus stop clearway in the existing layby.	Yes - original approval as per current proposal
W40	Barnby Road	Barnby Road	Woking	Knaphill and Goldsworth West	Currently a 19m bus cage is provided. It is proposed to designate the existing cage as a 19m long bus stop clearway.	No
W41	Barnby Road	Barnby Road	Knaphill	Knaphill and Goldsworth West	Currently a 23m bus cage is provided. It is proposed to designate the existing cage as a 23m long bus stop clearway.	No
W42	Robin Hood Road	Robin Hood Road	Woking	Knaphill and Goldsworth West	It is proposed to provide 13m bus cage markings and designate as a bus stop clearway.	No
W43	Robin Hood Road	Robin Hood Road	Knaphill	Knaphill and Goldsworth West	It is proposed to provide 19m bus cage markings and designate as a bus stop clearway.	No
W44	Randolph Close	Creston Avenue	Woking	Knaphill and Goldsworth West	Currently a 19m bus cage is provided. It is proposed to designate the existing cage as a 19m long bus stop clearway.	Yes - original approval as per current proposal
W45	Randolph Close	Creston Avenue	Knaphill	Knaphill and Goldsworth West	Currently a 23m bus cage is provided. It is proposed to designate the existing cage as a 23m long bus stop clearway.	Yes - original approval was for 19m clearway
W46	Chipstead Court	Creston Avenue	Knaphill	Knaphill and Goldsworth West	Currently a 23m bus cage is provided. It is proposed to designate the existing cage as a 23m long bus stop clearway.	Yes - original approval was for 19m clearway
W47	Chipstead Court	Creston Avenue	Woking	Knaphill and Goldsworth West	Currently a 23m bus cage is provided. It is proposed to designate the existing cage as a 23m long bus stop clearway.	Yes - original approval was for 19m clearway
W48	Langmans Way	Kirkland Avenue	Knaphill	Knaphill and Goldsworth West	Currently a 23m bus cage is provided. It is proposed to designate the existing cage as a 23m long bus stop clearway.	Yes - original approval was for 15m clearway
W49	Jasmine Close	Kirkland Avenue	Woking	Knaphill and Goldsworth West	Currently a 23m bus cage is provided. It is proposed to designate the existing cage as a 23m long bus stop clearway.	Yes - original approval was for 19m clearway
W50	Hawkswell Close	Kirkland Avenue	Knaphill	Knaphill and Goldsworth West	Currently a 23m bus cage is provided. It is proposed to designate the existing cage as a 23m long bus stop clearway.	No
W51	Hawkswell Close	Kirkland Avenue	Woking	Knaphill and Goldsworth West	Currently a 15m bus cage is provided. It is proposed to extend the existing cage to 23m and designate as a 23m long bus stop clearway.	No
W52	Tregarth Place	Kirkland Avenue	Woking	Knaphill and Goldsworth West	Currently a 23m bus cage is provided. It is proposed to designate the existing cage as a 23m long bus stop clearway.	Yes - original approval was for 17m clearway
W53	Tregarth Place	Kirkland Avenue	Knaphill	Knaphill and Goldsworth West	Currently a 16m bus cage is provided. It is proposed to extend the existing cage to 23m and designate as a 23m long bus stop clearway.	Yes - original approval was for 17m clearway
W54	Brockhill	Clifton Way	Woking	Knaphill and Goldsworth West	Currently a 19m bus cage is provided. It is proposed to designate the existing cage as a 19m long bus stop clearway.	Yes - original approval was for 19m clearway
W55	Brockhill	Clifton Way	Knaphill	Knaphill and Goldsworth West	Currently a 19m bus cage is provided. It is proposed to extend the existing cage to 23m and designate as a 23m long bus stop clearway.	Yes - original approval was for 19m clearway
W56	Waitrose	Bampton Way	Knaphill	Goldsworth East and Horsell Village	Currently bus stop markings are provided in the bus layby. It is proposed to formalise a bus stop clearway in the existing layby.	No
W57	Waitrose	Bampton Way	Woking	Goldsworth East and Horsell Village	Currently a 17m bus cage is provided. It is proposed to extend the existing cage to 23m and designate as a 23m long bus stop clearway.	No
W58	Watercress Way	Sythwood	Knaphill	Goldsworth East and Horsell Village	Currently a 15m bus cage is provided. It is proposed to extend the existing cage to 23m and designate as a 23m long bus stop clearway.	Yes - original approval was for 19m clearway
W59	Watercress Way	Sythwood	Woking	Goldsworth East and Horsell Village	Currently a 15m bus cage is provided. It is proposed to extend the existing cage to 23m and designate as a 23m long bus stop clearway.	Yes - original approval was for 19m clearway
W60	Sythwood School	Sythwood	Knaphill	Goldsworth East and Horsell Village	Currently a 29m bus cage is provided. It is proposed to designate the existing cage as a 29m long bus stop clearway.	Yes - original approval was for 19m clearway
W61	Sythwood School	Sythwood	Woking	Goldsworth East and Horsell Village	Currently a 19m bus cage is provided. It is proposed to extend the existing cage to 23m and designate as a 23m long bus stop clearway.	Yes - original approval was for 19m clearway
W62	Tracious Close	Sythwood	Knaphill	Goldsworth East and Horsell Village	Currently a 23m bus cage is provided. It is proposed to designate the existing cage as a 23m long bus stop clearway.	Yes - original approval was for 19m clearway
W63	Tracious Close	Sythwood	Woking	Goldsworth East and Horsell Village	Currently a 18m bus cage is provided. It is proposed to extend the existing cage to 23m and designate as a 23m long bus stop clearway.	Yes - original approval was for 19m clearway
W64	Colliers Close	Sythwood	Knaphill	Goldsworth East and Horsell Village	Currently a 19m bus cage is provided. It is proposed to extend the existing cage to 23m and designate as a 23m long bus stop clearway.	Yes - original approval was for 19m clearway
W65	Colliers Close	Sythwood	Woking	Goldsworth East and Horsell Village	Currently a 19m bus cage is provided. It is proposed to extend the existing cage to 23m and designate as a 23m long bus stop clearway.	Yes - original approval was for 19m clearway
W66	Roffords	Marston Road	Knaphill	Goldsworth East and Horsell Village	Currently a 19m bus cage is provided. It is proposed to extend the existing cage to 23m and designate as a 23m long bus stop clearway.	Yes - original approval was for 19m clearway
W67	Roffords	Marston Road	Woking	Goldsworth East and Horsell Village	Currently a 19m bus cage is provided. It is proposed to extend the existing cage to 23m and designate as a 23m long bus stop clearway.	Yes - original approval was for 19m clearway
W68	Eastmead	Marston Road	Knaphill	Goldsworth East and Horsell Village	Currently a 18m bus cage is provided. It is proposed to extend the existing cage to 23m and designate as a 23m long bus stop clearway.	Yes - original approval was for 19m clearway
W69	Eastmead	Marston Road	Woking	Goldsworth East and Horsell Village	Currently a 19m bus cage is provided. It is proposed to extend the existing cage to 23m and designate as a 23m long bus stop clearway.	Yes - original approval was for 19m clearway