

**DRAFT**

Minutes of the meeting of the  
**Woking LOCAL COMMITTEE**  
held at 6.00 pm on 4 December 2013  
at Woking Borough Council Civic Offices, Gloucester Square, Woking GU21  
6YL.

**Surrey County Council Members:**

Mrs Liz Bowes (Chairman)  
\* Mr Ben Carasco  
\* Mr Will Forster  
\* Mrs Linda Kemeny  
\* Mr Saj Hussain  
\* Mr Colin Kemp  
Mr Richard Wilson

**Borough / District Members:**

\* Cllr John Kingsbury (Vice-Chairman)  
\* Cllr Mazaffar Ali  
\* Cllr Ann-Marie Barker  
\* Cllr Tony Branagan  
\* Cllr Bryan Cross  
Cllr Derek McCrum  
\* Cllr Anne Murray

\* In attendance

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**45/13 APOLOGIES FOR ABSENCE [Item 1]**

Mrs Liz Bowes, Mr Richard Wilson and Cllr Derek McCrum gave apologies for absence. Mr Ben Carasco apologised that he had to leave the meeting at 7.00pm.

**46/13 MINUTES OF PREVIOUS MEETING [Item 2]**

The minutes of the last meeting held on 25 September 2013 were agreed and signed.

**47/13 DECLARATIONS OF INTEREST [Item 3]**

There were no declarations of pecuniary interests.

**48/13 PETITIONS [Item 4]**

There were no petitions received.

#### **49/13 WRITTEN PUBLIC QUESTIONS [Item 5]**

Four written public questions were received and tabled. A copy of the questions and answers can be found in annex 2 of these minutes. Supplementary questions and responses are recorded below.

**Question 1:** Mr Baluch-Jenkins and Cllr Murray asked for firmer timescales as to when action will be taken to synchronise the traffic lights along the A320 through Woking.

**Question 3:** Mr Doe asked whether the part of the path running through the school grounds would be fenced in for the safety of the school children?

**Question 4:** Mrs Morton noted that she had collected 424 signatures asking for a safe crossing outside the school which shows the local support. Given this, and the fact that during school pick up and drop off times when there is a lot of traffic, visibility for crossing is not good, residents and parents would like the issue investigated further.

In response Mrs Kemeny noted that she had been in touch with Rebecca Harrison in the Safer and Smarter Travel Team, who would meet with Mrs Kemeny, the local members and Mrs Morton on site to look at the situation.

#### **50/13 WRITTEN MEMBERS QUESTIONS [Item 6]**

Seven member questions were received and tabled. A copy of the questions and answers can be found in annex 3 of these minutes. Supplementary questions and responses are recorded below.

**Question 1:** Cllr Branagan asked for an update from officers when a response has been received from DfT on the signage that could be used in the town centre, and also whether Woking Borough Council enforcement officers could also help enforce the ban. Cllr Forster asked whether the committee should revisit the decision in relation to cycling along Commercial Way.

In response it was noted that this would be looked at outside the meeting and members would be kept updated.

**Question 4:** Cllr Barker noted that the surface of the cycle trail had got worse since it was last looked at, and would like more permanent patching.

In response it was noted that officers would ensure the site remained safe. In addition, Mr Kemp has offered some of his Community Enhancement monies from next years budget for patching works.

**Question 5:** Cllr Barker asked to be kept updated alongside Mr Kemp.

**Question 6:** In response to a question on the short sequence turning right out of Arthurs Bridge Road, it was noted that these have been checked and no further works are proposed.

**Questions 7:** In response to a question from Cllr Cross regarding the timescale for the Lockfield Drive works, it was noted that the Operation

Horizon programme may be accelerated so works may be done in less than 3-5 years.

### **51/13 AGEING WELL AND DEMENTIA FRIENDLY SURREY [Item 7]**

Cllr Murray declared a non-pecuniary interest in this item.

Cllr Kingsbury welcomed Liz Tracey, Melanie Bussicott and Linda Moore to the meeting who gave a presentation on Ageing Well, Dementia Friendly Surrey and the Wellbeing Centre in Woking.

The Chairman invited comments from members of the public and of the committee which are summarised below.

#### **Public comments**

- It was confirmed that Telecare is a key element of the Wellbeing Centres.
- There is large pressure on parking at the Vyne, and parking restrictions on the slip road were recommended.

#### **Member comments/responses:**

- Funding for this is short term. Partners are working together to best utilise facilities and it is anticipated that services will be mainstreamed by partners, and champions within the community will continue to take forward the work of Dementia Friendly Surrey.
- The public will be made aware of the services and help available through publicity and working with existing services such as day centres, meals on wheels and community transport.
- Transport options to the Wellbeing Centre will be highlighted.
- Additional filters are required on the surreyinformation point website, which would be looked at outside of the meeting.
- Training is being carried out with staff at GP practices on dementia.
- An update on the Bradbury Centre will be provided to members outside the meeting.
- Training companies will deliver training into businesses. This will be a mixture of short courses, train the trainer courses and self study.

### **52/13 PETITION RESPONSE - HIGHCLERE GARDENS, KNAPHILL [Item 8]**

Mr Forster declared a non-pecuniary interest in this item.

Andrew Milne introduced the report which set out the response to the petition received at the September 2013 meeting on parking at Highclere Gardens.

#### **Public comments:**

- Given the amount of development in the local area, could the County Council look at parking in the wider area?

#### **Member comments:**

- The local member was disappointed with the response and noted that as the grass verge is so badly damaged, it has little amenity value. Mr Hussain noted that he was prepared to put some of his allocation from

next year towards the scheme if it would make it more affordable for the Local Committee to fund. This would be considered under the Highways update item later on the agenda.

Officers noted that the County Council was under no statutory obligation to provide parking on the highway. This scheme would provide very limited benefit to local residents, and some limited maintenance benefit. The requested works would not provide any additional parking as the verge identified is already in use as a parking area in an informal capacity. It is also unlikely that this work would attract funding based upon present ITS scoring criteria.

**RESOLVED**

The Local Committee (Woking) agreed to note the contents of the report.

**53/13 PETITION UPDATE - HERMITAGE ROUNDABOUT [Item 9]**

Andrew Milne introduced the report which set out an update on the petition presented in March 2013 requesting a safe crossing point at Hermitage roundabout.

Recent alterations have improved the pedestrian crossing facilities on Lower Guildford Road and no safety related incidents have been reported at this location since these works were completed. To support these improvements, the speed limit has also been reduced. Although it is acknowledged that some pedestrians do prefer controlled pedestrian facilities, the facilities provided offer a safe crossing point, and there are no plans to make further changes or to introduce signal controlled crossings at this roundabout. The local member noted that the current scheme is working well.

**RESOLVED**

The Local Committee (Woking) agreed to note the contents of the report.

**54/13 HIGHWAYS UPDATE [Item 10]**

Cllr Cross declared a non-pecuniary interest in this item.

Andrew Milne introduced the report which reported on progress and set out the proposed Highways budget spend for 2014/15.

**Member comments:**

- Andrew Milne agreed to check the figures in table 1 and 2, and include overhead and profit in the future.
- Members sought a commitment that the Albert Drive scheme would be completed in April/May 2014.

Members discussed whether to include Highclere Gardens parking as a scheme given the additional funds proposed by Mr Hussain. Following

discussion it was agreed not to support it given the higher priority of the other schemes proposed.

The Committee requested that the ITS Programme was delivered in full in 2014/15 and therefore agreed to reduce the Capital Maintenance Programme for 2014/15 accordingly to provide additional capital monies for ITS works. An additional officer recommendation was therefore put forward by Andrew Milne for committees' approval.

## **RESOLVED**

The Local Committee (Woking) agreed to:

- (i) Note the progress with the ITS highways and developer funded schemes, and revenue funded works for the 2013/14 financial year.
- (ii) Note progress with budget expenditure.
- (iii) Note that a further Highways Update will be brought to the next meeting of this Committee.
- (iv) Agree the ITS scheme proposals for 2014/15 shown in section 2.5 subject to the anticipated provision of capital budget.
- (v) Agree the capital maintenance and contingency scheme proposals for 2014/15 shown in section 2.6 subject to the anticipated provision of capital budget.
- (vi) Give priority to the delivery of the ITS Programme in full as set out in paragraph 2.5, and reduce the Capital Maintenance list set out in paragraph 2.6 accordingly to enable this to happen.

### **55/13 LOADING BAY IN KINGFIELD ROAD [Item 11]**

David Curl introduced the report which set out proposals for an on-street loading bay near Sherpa House, Kingfield Road. The on-street loading bay as detailed will allow a safe loading area for deliveries to the new mini super market (and other local shops). The proposed operational hours will allow parking during the morning and afternoon, evening and overnight for residents and customers to local shops and facilities.

#### **Member comments/responses:**

- Mr Forster noted, as local member, he agreed that this would be the best way to manage loading at the new Morrison's supermarket.
- The bay would be advertised as soon as possible with the aim to make it operational in line with the store opening.
- Restrictions will be enforced by Woking Borough Council Parking Enforcement officers.

## **RESOLVED**

The Local Committee (Woking) agreed that:

- (i) the proposed on-street loading bay which will revoke a five metre length of redundant single yellow line outside No.8 Kingfield Road Woking as described in this report and shown on drawing in SK01-C is agreed.
- (ii) the intention of the county council to make an order under the relevant parts of the Road Traffic Regulation Act 1984 to impose the on-street loading bay in Woking as shown on the drawing SK01-C is advertised and that if no objections are maintained, the order is made.
- (iii) if there are unresolved objections, they will be dealt with in accordance with the county council's scheme of delegation by the Parking Strategy and Implementation Team Manager, in consultation with the Chairman/Vice Chairman of this committee and the appropriate County Councillor.

#### **56/13 LOCAL SUSTAINABLE TRANSPORT FUND (WOKING) PROJECT - DRAFT PROGRAMME 2014/15 [Item 12]**

Paul Fishwick introduced the report which set out the draft programme of funding for 2014/15, the final designs of the Wayfinding programme and a shared route between Constitution Hill and Hill View Road.

#### **Member comments/responses:**

- Members raised some concerns regarding the community funds including the evaluation and monitoring of spend and councillor and officer involvement in the process. It was agreed that the issues would be considered at the next LSTF Task Group before being reported to the next meeting of the Local Committee.
- Member concerns with cyclist and pedestrian safety at the new roundabout by Bishop David Brown School would be discussed with Woking Borough Council and the scheme would be subject to a Road Safety Audit (Stage 3).
- It was noted that the cycle route from Constitution Hill and using Hill View Road was a temporary solution until an off road route could be implemented to Station Approach.

As 2014/15 will be the final year of the project, and to avoid delays in the programme, it was agreed to delegate authority to the Area Team Manager in conjunction with the Chairman, Vice Chairman and Project Manager to approve any amendments to this programme and report these to the next available Local Committee, to ensure delivery of the programme is completed by 31 March 2015.

#### **RESOLVED**

The Local Committee (Woking) agreed:

- (i) The draft programme of funding set out in Annex A (capital) for the 2014/15 financial year.

- (ii) The draft programme of funding set out in Annex B (revenue) for the 2014/15 financial year.
- (iii) To note that the on road cycle lane will not be introduced on the A320 Guildford Road as indicated in Annex D.
- (iv) To approve the shared route between Constitution Hill and Hill View Road as indicated in Annex D.
- (v) To approve the final designs and placement for the Wayfinding programme for Woking Town Centre as shown in Annexes E1, E2 and E3, subject to them being below the agreed cost threshold.
- (vi) To delegate authority to the Area Team Manager in consultation with the Chairman, Vice Chairman and Project Manager to approve any amendments to this programme and report these to the next available Local Committee, to ensure delivery of the programme is completed by 31 March 2015.

**57/13 SERVICES FOR YOUNG PEOPLE COMMISSIONS IN WOKING - 2013/14 [Item 13]**

Jeremy Crouch introduced the report which updated the committee on the performance of the Local Prevention Framework and Centre-Based Youth Work commissions in Woking.

**Public comments:**

- It was agreed to discuss outside the meeting whether the County Council would be able to work with the YMCA to bridge the temporary gap on leadership at the Cabin.

**Member comments:**

- Members were very positive about the update on the commissions and thanked Jeremy for the report.

**RESOLVED**

The Local Committee (Woking) noted:

- (i) The performance of the Local Prevention Framework and Centre-Based Youth Work commissions in Woking.

**58/13 LOCAL COMMITTEE FUNDING - MEMBERS ALLOCATIONS [Item 14]**

The allocation of the Committee's budgets is intended to enhance the wellbeing of residents and make the best possible use of the funds. Greater transparency in the use of public funds is achieved with the publication of what Members' Allocation funding has been spent on.

**RESOLVED**

The Local Committee (Woking) agreed to note:

- (i) The amounts that have been spent from the Members' Allocation and Local Committee capital budgets, as set out in Annex 1 of this report.

## **59/13 FORWARD PROGRAMME [Item 15]**

### **RESOLVED**

The Local Committee agreed to note the forward programme with the following comments:

1. Request that the next Parking Review is brought forward to the June meeting.
2. Add a report on the Albion Canopy in March
3. Consider a report on 20mph speed limits in September
4. Request a report to a private meeting to consider road safety outside schools in the borough.
5. To discuss the enforcement of the restrictions for cycling through the town centre with relevant officers and agree next steps and whether it would be appropriate for a further report to be considered by committee.

Meeting ended at: 9.33 pm

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**Chairman**

## Notes from Public Engagement Meeting

### 1. Open Public Question Session [Public Engagement Item 1]

#### **Question 1:** Mr Philip Stubbs, Knaphill Residents Association

When will the paper on Woking Borough Transport Strategy and Implementation Plan be made public?

A written response would be provided outside the meeting.

#### **Question 2:** Mrs Marshall

In response to a question on the bus bollards at Knaphill, the local member noted that they are now working well.

#### **Question 3:** Mr Dawes, Mayford Village Society

Could the phasing of the traffic lights along the A320 be looked at?

Cllr Kingsbury referred to the written questions on the issue and noted that the answer would be given later in the agenda when these were discussed.

#### **Question 4:** Mr Griffiths, Hook Heath Neighbourhood Forum

What is being done about speeding, particularly along Wych Hill Rise and Blackbridge Road?

Andrew Milne explained that there was a Speed Management Plan where speeding sites are prioritised and addressed. Issues can be raised through the local member or directly with Surrey Highways. Cllr Kingsbury also noted that there was a Police Panel meeting in St Johns on 16 December where local issues could be raised. In addition, there was a Community Speedwatch in Hook Heath which residents would be welcome to join.

#### **Question 5:** Cllr Lyons

Would like reassurance that action will be taken on synchronising the traffic lights along the A320 as soon as possible.

#### **Question 6:** Cllr Whitehand

With regard to the bus bollards at Knaphill, it was noted that the bus companies are in regular contact with Surrey County Council and would expect them to raise any issues with the bollards directly.

**Question 7: Cllr Lyons**

Would consideration be given to introducing a 20mph speed limit on the area between York Road and Mount Herman Road?

Andrew Milne noted that he was not aware of an issue but it could be looked at. The County Council is in the process of finalising a draft policy for 20 mph speed limits.

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (WOKING)**

**DATE: 4 DECEMBER 2013**

**SUBJECT: WRITTEN PUBLIC QUESTIONS**

**DIVISION: WOKING**



**1. Question from Mr Simon Baluch-Jenkins**

Would the Committee please note and attempt to solve the following situation:  
We have, on the main A320 through Woking three or four pedestrian crossings, which take no cognisance of traffic flow and act on immediate demand of a button being pushed. The worst performing lights are the ones by the market, just up from the fire station and the ones outside Evans Cycles, south of the bridge. It has taken me, and I should think hundreds of others, 25 minutes to travel from outside the theatre to the police station, during rush hours. In addition the queue coming from Guildford into town can stretch back towards the junction for the Leisure centre. On observation, the pedestrian lights go green to cross irrespective of the traffic. They have changed twice in a minute when I have been driving. The other lights, south of the bridge, work without co-ordination to the Market ones and hence the gridlock that often experience.

Could I suggest co-ordinating these lights with traffic lights so that pedestrian flow is when the side roads have right of way. Already the response has been, to my County Councillor, that it will done when the new High St road is installed. But this is more wasted time and petrol for another few years.

If this cannot be done now, is it possible to put a delay timer on the pedestrian lights so that it can only change once every two or three minutes, and can the two sets of above mentioned lights be linked.

Incidentally, the system at the Chobham Road junction works well for cars and pedestrians.

**Answer from Chairman on behalf of the committee:**

The Woking region traffic signals run on SCOOT (Split Cycle Offset Optimisation Technique) and are controlled by UTC (Urban Traffic Control). SCOOT is a tool for managing and controlling traffic signals in urban areas. It is an adaptive system that responds automatically to fluctuations in traffic flow through the use of on-street detectors embedded in the road surface.

Alongside the SCOOT loops (which detect vehicles entering/exiting the SCOOT/UTC region), a database is built, which aids control and helps to eliminate congestion within that region.

Currently, the following junctions (which are linked using SCOOT & UTC) are being looked at:

- Victoria Way near Goldsworth Road, Woking (near the Market) - Toucan Crossing
- Church Street j/w Victoria Way, Woking (near Fire Station) - Junction incorporating pedestrian facilities
- Lockfield Drive j/w Victoria Way, Woking - Junction only
- Peacocks Shopping Centre j/w Victoria Way, Woking + The Toucan Crossing nr the Lightbox - Junction incorporating pedestrian facilities
- Chobham Road j/w Victoria Way, Woking - Junction incorporating pedestrian facilities

There are certain issues which have been identified with the above junctions and these are currently being rectified. Over the coming weeks there will be various site visits to report what is happening on street so any fine tuning to the database and timetables are accurate and reflect current traffic conditions. It is anticipated that improvements should be seen in the next few weeks, and fine tuning taking place into the New Year. Once this work has been completed, it will then be assessed to see if the crossing by 'Evans' (other side of the Arch) will need to be added to UTC. The works are all due to be completed by March 2014.

## **2. Question from Mr W Doe**

An application has been submitted under the reference PLAN/2013/0864 to construct a footpath to link the existing school in Connaught Road to the new Junior School to be built on the land at the Brookwood Farm development.

My understanding is that this foot way is to be only used for the use of school children and their minders.

It has been suggested that the County Council are mindful of upgrading this to a public footpath/cycle track. Can you please confirm that this is not the intention, now nor will it ever be so designated?

### **Answer from Chairman on behalf of the committee:**

The path was originally approved as part of the residential development planned for Brookwood Farm. It is part of the sustainable transport plan for the development and it will link the residential area with Brookwood Station and the Canal. The route Mr. Doe describes is to be dedicated as a Public Footpath (open to all) by the freeholder of the site (Woking Borough Council). Planning Application 2013/0864 proposes an upgrade to the surface of the path to make it easier to use by school to school pedestrian traffic. It is hoped that at some point in the future the legal use of this attractive route will be upgraded further by designating it as a 'Cycle Track' for the benefit of the public.

## **3. Question from Mrs J Smith**

I have lived in Brookwood for the last 11 years. I have always considered Brookwood to have a nice small village environment, however I am becoming increasingly concerned at the amount of traffic that is going through the Village. I live half way along Connaught Road and now have to leave home 20 -30 minutes early in order to get to either the arch at Pirbright end or the Crossroads at the other end. This is due to the increasing build up of traffic that is going through the village. It appears that

some of the build up is caused due to a rephasing of the traffic lights at the crossroads end, in order to keep Bagshot Road clear but simply clogs Connaught Road and Brookwood Lye Road. Travelling towards the arch, is congested due to parking bays on either side of the road, stopping the traffic from flowing freely. I am concerned at the continued plans to build more houses/flats in Brookwood and adjoining areas which will cause more traffic and simply add to this existing problem.

I would like to know what is being done to alleviate this increasing problem with the flow of traffic which in turn is causing increased pollution in the village and especially around the school.

**Answer from Chairman on behalf of the committee:**

As reported at the September 2013 Local Committee, officers of Surrey County Council (SCC) and Woking Borough Council (WBC) have agreed to undertake a traffic study of the area which will consider the existing traffic flows and explore options to reduce congestion for local traffic whilst recognising the strategic role of the A322. This study will include a review of the operation of the traffic lights at Brookwood Crossroads and the scope for improving traffic flows in the study area. The timescale for completion of this study is planned to be reported to the Local Committee by April 2014.

Several years ago, some on-street parking bays close to West Hill Close were moved into the nearby bus layby and the bus stop positioned on the road to allow traffic to flow freely away from Brookwood Crossroads, subject to there being no bus at the bus stop. Unfortunately, there is no scope to move the on-street bays further along Connaught Road off of the carriageway to improve traffic flow. Removing them completely would allow traffic to flow more freely but is unlikely to be popular with those residents that have no other off-street parking and the bays' removal may also lead to an increase in vehicle speeds.

The traffic signals team have been contacted to undertake a check of the main signal timings, but I am not aware of any recent changes being made to these. Unfortunately, with the physical constraints at this junction, and it being the intersection point of two heavily used A roads, congestion will occur during times of peak flow.

**4. Question from Mrs Morton**

We would like the local committee to investigate either installing a pedestrian crossing, or ask that a lollipop person is employed outside of Horsell C of E Junior School, to enable pupils at the school and their parents and carers to cross the road to school safely.

**Background**

The problem is that Meadway Drive is an exceptionally busy route with cars, vans and buses travelling in both directions, including parents making their way to and from Woking High School by car, making crossing the road to the school extremely difficult and dangerous.

Typically you find that traffic is queuing on Meadway Drive on the approach to the High Street, which means to cross the road outside of the school, you need to step out between queuing traffic and look around the vehicles to see if the opposite direction is free. As you will appreciate this can be very difficult as you need to be

far enough forward to check the road is clear but not far enough forward to be hit if it isn't.

You also find that cars go quite quickly outside of the school in the direction of the high school, as that direction typically has a lighter traffic flow, thus giving drivers the opportunity to increase their speed, at the worst possible place for those trying to cross.

This problem affects anyone coming from the side of the village beyond Meadway drive, and also anyone who has to go on from the junior school to the infant school, we strongly feel that this problem needs to be addressed as year on year the number of vehicles on our roads increases, thus the problem will only continue to increase.

We feel that the children, and their parents and carers deserve a safer access to the school, and if either of these measures were implemented that this would encourage more people to walk to school, thus leading to a positive impact both on health and the environment.

**Answer from Chairman on behalf of the committee:**

Concerns about safety outside of Horsell C of E Junior School have been raised with Surrey Highways previously, and site surveys have been carried out by Surrey County Council's Safer Smarter Travel team. These have led to this location being classified as low risk for pedestrians, and for this reason no funding has been made available for a School Crossing Patrol officer.

Meadway Drive is straight in character, and so provides good visibility both for pedestrians and motorists. There is a formalised crossing point immediately outside of the school, and School Keep Clear markings have been provided together with double yellow lines to deter parking and improve safety.

Requests for provision of crossings are assessed and prioritised using a number of criteria, which include factors such as accessibility and the accident history. In this case, there have been no personal injury accidents in the vicinity of the school over the last three years, and so this request is likely to be determined as low priority for a crossing facility in comparison to other locations where there is an accident history. Although a three year period is the normal period over which to consider the accident record, having reviewed the five year period, it is noted that one slight personal injury accident has occurred. This was sustained when two cars collided in a nearby layby. However, this incident did not involve pedestrians.

Due to the concerns expressed about speeding, Meadway Drive was included on Woking's Speed Management Plan in October 2012, and will be periodically reviewed by Surrey Police in association with Surrey Highways. To date, there is no evidence to suggest that speeding is in fact an issue at this location. In general, speeds outside of schools are found to be relatively low due to congestion associated with drop off and collection times. However, this site will continue to be monitored, and if unacceptable driver behaviour is recorded, appropriate action will be taken by Surrey Police.

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (WOKING)

DATE: 4 DECEMBER 2013

SUBJECT: WRITTEN MEMBER QUESTIONS

DIVISION: WOKING



1. **Question from Cllr Tony Branagan, Woking Borough Council**

Some time ago this Committee agreed to a no cycling policy on Gloucester Walk, Jubilee Square and Commercial Way between the hours of 10am and 4 pm. The matter was deferred pending completion of works in Commercial Way.

May the Committee be advised when implementation of the no cycling policy is to be enforced?

**Answer from Chairman on behalf of the committee:**

As the works in Commercial Way are not yet complete, signs to enable the enforcement of the time restrictions to the shared use arrangements in Woking Town Centre have not been erected.

Since the decision was taken by Woking Committee to restrict the times during which the shared use facilities are in operation, Woking Borough Council (WBC) have assumed maintenance responsibility for the town centre area in partnership with Surrey County Council. For this reason, it is likely that the signs will be erected by WBC.

Although shared use areas are now commonplace Nationally, the time restrictions themselves are not, and these have created an unusual circumstance that the existing sign regulations do not make provision for. To ensure that the signs erected are legally enforceable, it will be necessary to apply to the Department for Transport (DfT) for permission to use non-standard signs. This is presently being actioned by Surrey Highways.

The method of enforcement has not yet been agreed. It is likely that enforcement would need to be carried out by Police Community Support Officers (PCSOs) operating within the town centre area, and the capacity for this would be determined by the level of resource available and other operational demands on the PCSOs.

**2. Question from Cllr John Kingsbury, Woking Borough Council**

Could consideration be given to painting white lines at the entrance of Pine Road, Hook Heath to try and stop dangerous parking which is on the increase?

**Answer from Chairman on behalf of the committee:**

White line markings are advisory and non-enforceable. Although many such markings have been introduced historically to manage parking, these are no longer used by Surrey Highways.

To address a parking issue of this nature, it is necessary to raise the matter with Surrey Highway's Parking Team, who will consider the introduction of yellow lines as part of the next annual parking review.

Although yellow lines could be extended into Pine Road, this could only be as far as the extent of the public highway, as Pine Road itself is privately maintained. The public highway would extend to the back edge of the footway in Hook Heath Road.

In this case a request for this to be considered by the Parking Team has been forwarded directly to them.

**3. Question from Cllr Anne Murray, Woking Borough Council**

Local highways officers have indicated that traffic delays along Victoria Way are made worse because the pedestrian crossing lights are not synchronised with the traffic lights. Therefore could synchronisation of these lights be implemented as soon as possible?

**Answer from Chairman on behalf of the committee:**

The Woking region traffic signals run on SCOOT (Split Cycle Offset Optimisation Technique) and are controlled by UTC (Urban Traffic Control). SCOOT is a tool for managing and controlling traffic signals in urban areas. It is an adaptive system that responds automatically to fluctuations in traffic flow through the use of on-street detectors embedded in the road surface.

Alongside the SCOOT loops (which detect vehicles entering/exiting the SCOOT/UTC region), a database is built, which aids control and helps to eliminate congestion within that region.

Currently, the following junctions (which are linked using SCOOT & UTC) are being looked at:

- Victoria Way near Goldsworth Road, Woking (near the Market) - Toucan Crossing
- Church Street j/w Victoria Way, Woking (near Fire Station) - Junction incorporating pedestrian facilities
- Lockfield Drive j/w Victoria Way, Woking - Junction only
- Peacocks Shopping Centre j/w Victoria Way, Woking + The Toucan Crossing near the Lightbox - Junction incorporating pedestrian facilities

- Chobham Road j/w Victoria Way, Woking - Junction incorporating pedestrian facilities

There are certain issues which have been identified with the above junctions and these are currently being rectified. Over the coming weeks there will be various site visits to report what is happening on street so any fine tuning to the database and timetables are accurate and reflect current traffic conditions. It is anticipated that improvements should be seen in the next few weeks, and fine tuning taking place into the New Year. Once this work has been completed, it will then be assessed to see if the crossing by 'Evans' (other side of the Arch) will need to be added to UTC. The works are all due to be completed by March 2014.

**4. Question from Cllr Ann-Marie Barker, Woking Borough Council**

Would Surrey Highways agree that the section of the Neptune cycle trail that runs along the most easterly entrance to Horsell Moor in Horsell is not fit for purpose and is in urgent need of resurfacing?

**Answer from Chairman on behalf of the committee:**

It is presumed that this question relates to the section of Horsell Moor immediately joining Brewery Road in Horsell.

Surrey Highways do not agree that this section of the Neptune cycle trail is unfit for purpose. Horsell Moor forms part of the public highway and is inspected regularly as part of the programme of highway safety inspections. If any safety defects are identified, appropriate repairs are arranged. It is also possible for anyone to report defects they are concerned about directly to Surrey Highways by using the Report It link on the County Council's website. This method ensures that the matter is dealt with at the earliest opportunity.

This location has not been identified for resurfacing work as part of the central works programme (Project Horizon), and so no resurfacing works are planned at this time. However, this matter has been referred to the Maintenance Engineer for Woking, Chris Higgs, who will review the condition of this location, and, if appropriate, may be able to accommodate limited patching works funded from Woking Committee's the 2014/15 revenue budget.

**5. Question from Cllr Ann-Marie Barker, Woking Borough Council**

Can I please be updated on any action taken to resolve the flooding problem at the entrance to the new WWF offices and re-opened car park at Brewery Road in Horsell? Officers may recall that I raised this earlier in the year and the minor works team did assess the situation. The last update I had was that the issue could not be resolved as minor works.

**Answer from Chairman on behalf of the committee:**

Routine maintenance work to the drainage in Brewery Road, in the vicinity of the WWF building, has been carried out under the instruction of the

Maintenance Engineer, Chris Higgs. This action failed to improve the function of the drainage, and in consequence, this matter was raised with the County's Drainage team for more detailed investigation and assessment. An site survey has been undertaken by the Drainage Team who have been in regular dialogue with Councillor Colin Kemp. As this survey has only recently been carried out, details are not available at the time of writing this response. Following assessment, the normal process is to prioritise the drainage works using a number of criteria which include severity of flooding, safety, and whether or not flooding impacts upon private property. The prioritisation system is applied on a Countywide basis to ensure that locations with the most severe issues are attended to first.

**6. Question from Cllr Ann-Marie Barker, Woking Borough Council**

What was the total cost of both the original works, and subsequent reversal of these works, at the junction of Arthur's Bridge Road / Well Lane and Lockfield Drive in Horsell?

**Answer from Chairman on behalf of the committee:**

The safety improvements to Lockfield Drive at the junction with Well Lane cost £29,579 in total to introduce. This included £24,951 for the civil engineering works, £3,128 for amendments to the signals, and approximately £1,500 for a temporary Traffic Regulation Order to enable the works to be carried out.

The cost of subsequent works in response to the congestion issue that has resulted on the Woking-bound carriageway is £5,532. This work is scheduled for commencement by 6 December 2013.

**7. Question from Cllr Bryan Cross, Woking Borough Council**

Can the Local Transport Manager please let me know:

- a) When the road surface in Bampton Way (near to the Lockfield Drive) will be resurfaced as the surface continues to deteriorate.
- b) When the road surface on the Lockfield Drive/Parley Drive roundabout will be resurfaced as the recent patching work has done little to improve things.

**Answer from Chairman on behalf of the committee:**

- a) Repair work to Bampton Way (near to Lockfield Drive) forms part of the County Council's Winter damage programme. The programme coordinator has advised that this work is intended to be completed in advance of Christmas, subject to weather conditions. The condition of the carriageway has been assessed, and there are presently no defects that would be considered safety related.
- b) Lockfield Drive from Arthurs Bridge Road to Parley Drive roundabout is a site identified under the Project Horizon programme for resurfacing work. This is presently scheduled for years 3-5 of the programme and at present it is not possible to provide a more specific

timescale for delivery. The condition of the carriageway has been assessed, and there are presently no defects that would be considered safety related. Until the resurfacing work is carried out, this location will be subject to routine inspection as part of the wider programme of inspections carried out by Surrey Highways, and, if any safety related defects are identified, suitable repairs will be arranged to ensure that the highway is maintained in a safe condition until the resurfacing work is completed.

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