

DRAFT

Minutes of the meeting of the
Woking JOINT COMMITTEE
held at 6.00 pm on 24 September 2014
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 Graham Chrystie
- * Cllr Gary Elson
- * Cllr Beryl Hunwicks
- * Cllr Tina Liddington
- * Cllr Liam Lyons
- * Cllr John Kingsbury (Vice-Chairman)
- * Cllr Mazaffar Ali

* In attendance

33/14 APOLOGIES FOR ABSENCE [Item 1]

Apologies were received from Mr Ben Carasco.

34/14 MINUTES OF PREVIOUS MEETING [Item 2]

The minutes of the last meeting held on 25 June 2014 were agreed and signed.

35/14 DECLARATIONS OF INTEREST [Item 3]

There were no declarations of interest.

36/14 PETITIONS [Item 4]

Petition A: Health care facilities in Byfleet Village

In accordance with Standing Order 14.1 Mrs Amanda Boote presented this petition on behalf of local residents. The petition contained 1078 signatures and was worded as follows:

We, the undersigned, would like Health Care facilities brought back to Byfleet village.

The key issues that residents raised are set out below:

- Within Byfleet there are 3,700 households, and a third of the residents are either under 10 years old or over 65 years, and there are currently no healthcare facilities in the village.
- A questionnaire was sent to all households in the village, and the main request that came back was for a medical centre to be provided. This was particularly the case for the 40 plus age group.
- The closest medical facility is over two miles away in West Byfleet, which is too far to walk and is not safe to cycle. Residents feel that the medical practice in West Byfleet is struggling to cope, and parking is a particular issue in and around the medical practice. Buses are infrequent and follow the commuter route, so often get caught in traffic. It was felt that the provision of a health care facility in Byfleet would also help relieve some of the traffic problems in the area.
- The lack of provision is particularly difficult for the elderly, and the provision of mobile doctors or a district nurse in Byfleet would help enable older people to stay in their homes for longer.
- The demographics of Woking show an ageing population, and there is a projection for 350 new homes in Byfleet which will add more pressure to the existing infrastructure.

The Chairman gave the following response. Following on from the question that was put to the Joint Committee on 25 June 2014 from Mrs Farrant on the same issue, the Vice Chairman of the Joint Committee wrote to the Surrey County Council Cabinet Member for Public Health and Health and Wellbeing Board as requested. We have been advised to forward the residents' concerns to the Surrey and Sussex Area Team of NHS England, who oversee healthcare for Surrey and Sussex, and commission primary care services (GPs, dentists, optometrists and pharmacists) as well as Public Health screening and immunisation programmes. The residents' petition will also be forwarded to the Area Team for their consideration.

The County Divisional and Borough Ward members were fully supportive of the petition. They agreed that access to the West Byfleet practice was an issue. It was also noted that a nursing service used to be provided at St Mary's Day Centre, and asked whether this could be re-instated?

It was noted that the Joint Committee would be updated on the response from the Surrey and Sussex Area Team at the first available opportunity.

Petition B: Road safety/speeding near Common Close

In accordance with Standing Order 14.1 Mr Les Adcock presented this petition on behalf of local residents. The petition contained 59 signatures and was worded as follows:

We the undersigned residents of Common Close, Horsell wish to appeal that the speed limit along the A3046 Chobham Road past the junction of our Close be reduced from the current 50mph and instead continue at 30mph as it is up to the roundabout just before our Close (junction with Shores Road) and for

the 50mph to then commence at the next roundabout (junction with Littlewick Road) where the road is straight.

Over many years there have been shunts into the rear of cars waiting to enter the Close from the Chobham side and the worst was on Wednesday 27 March 2013 when a waiting car was hit by a car coming round the bend from Chobham resulting in a driver having to be cut out by emergency services and the road closed for a lengthy time.

The lack of warning triangles from either direction of the presence of a junction with a side roads add to the danger.

We have tried to no avail to convince Surrey County Council of the danger and hope that your new committee will be more sympathetic.

Mr Adcock presented the petition and explained that there have been a number of back end shunts over the years, which have got worse since the speed limit was raised to 50mph. Residents find it difficult to turn right out of Common Close, and some turn left and do a u turn further along the road. Replacement of warning signs is urgent. In addition residents would like the speed limit reduced and some of the vegetation pruned to improve sight lines.

The following officer response was given:

We have a signing scheme in hand to enhance the signing in the vicinity of Common Close, although it has taken longer to draw up and complete than had been hoped. It is anticipated that the signage will be in place by end of December 2014.

Our personal injury collision database shows that in the last 3 year period, two collisions have taken place at the Chobham Road / Common Close junction resulting in 5 slight injuries. No record is kept of "damage only" collisions in which no personal injury is sustained. In addition, 2 collisions have taken place in the vicinity of the Chobham Road / Cheapside junction which resulted in 2 slight injuries, although excess speed was not cited as a factor in any of these collisions.

We do not have any speed data for this length of road and have not carried out an assessment against the County Council's speed limit policy. We cannot therefore say if a 30mph speed limit would be appropriate for this section of Chobham Road but it could be added to our programme of works for this assessment work to be carried out. However, it is worth stressing that if the speed limit was reduced, no repeater signs indicating the lower limit could be displayed and the existing 30mph speed limit entry signs on Chobham Road close to the mini-roundabout junction with Shore's Road and at the entrance to Common Close, would have to be removed. No repeater signs would be allowed due to the presence of a system of street lighting and it should be noted that where this situation exists a short distance away in Kettlewell Hill, there are on-going issues with non-compliance with the 30mph speed limit, which could be expected in the vicinity of Common Close.

It was clarified that Common Close was within Woking North Division. It was agreed that the existing speed would be checked in line with the SCC Speed Limit Policy in consultation with Surrey Police.

37/14 WRITTEN PUBLIC QUESTIONS [Item 5]

Five 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 2: Mr Makowski explained that he was representing 17 houses in Berkeley Gardens and Woodlands Road, all of whom would like to be included within the CPZ, and he did not think that the answer answered the question.

Mr Curl explained that Woodlands Road had been looked at for possible inclusion in the CPZ, and officers had made several visits to the area. Officers' view was that the level of parking does not warrant inclusion in the CPZ, but double yellow lines would help mitigate the problem.

Question 4: Mr Galea asked for the anomaly for the inclusion of Pembroke Gardens to be addressed, and also queried why more weight has been given to the unaffected inner households.

Mr Curl confirmed that Pembroke Gardens was not included in the traffic order, and therefore is not within the CPZ. The consultation response showed that 8 out of 15 houses were against inclusion. As there was no consensus the recommendation is to not include it within the CPZ but to continue to monitor the situation.

38/14 WRITTEN MEMBER QUESTIONS [Item 6]

Two 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 Morales explained that the road junction at the end of Coniston Road is dangerous as priority is given to traffic travelling along a side road. Could consideration be given to changing this or provide additional signage?

Mr Milne agreed to consult the traffic engineer to see what could be possible. It was agreed that a site meeting would be arranged to look at the issue.

Question 2: Mr Forster asked for clarification regarding the second part of his question as to whether the company have been requested to use a smaller vehicle.

A written answer would be provided outside the meeting.

39/14 2014 WOKING PARKING REVIEW [Item 13]

The Chairman brought this item forward, and pending further discussions, with the agreement of Councillors, the item was deferred to a special meeting of the Woking Joint Committee which would take place at 6pm on Wednesday 22 October 2014.

RESOLVED

The Woking Joint Committee agreed to defer the report for consideration at a special meeting of the Joint Committee to be held at 6pm on 22 October 2014.

40/14 CREATING OPPORTUNITIES FOR YOUNG PEOPLE - EARLY HELP [Item 7]

Jeremy Crouch and Sue Barham introduced the report which updated the Joint Committee on current performance and set out for approval the local priorities for Local Prevention in Woking.

As Woking YMCA has ceased trading, Eikon now manage Lakers and Sheerwater youth centres on behalf of The Youth Consortium. The property works are progressing well, and it was noted that the costings for the tap included all the associated alterations, pipework and testing. Work has started on the Integrated Youth Strategy and a draft will be considered by the Youth Task Group in advance of formal approval by the Joint Committee in December 2014.

Mrs Kemeny noted that Cabinet had approved the new model for re-commissioning services.

Member comments:

Members were very pleased with the progress that has been made to date. During discussions, the following comments were made:

- Knaphill is another neighbourhood that Members would like including as a priority for Local Prevention this year. The data for Byfleet shows there is currently an issue which could be addressed through Local Prevention. Priorities for Local Prevention will be re evaluated every year.
- Mr Forster asked about the amount of funding that Surrey County Council and Woking Borough Council has put into the YMCA over the years, and also asked about the future of the building. A response to the funding question would be answered outside the meeting. No decision has yet been made about the longer term use of the building.
- A response would be provided to Mrs Kemeny outside the meeting regarding the use of Woking Youth Arts Centre.

RESOLVED

Woking Joint Committee agreed:

- (i) To approve the local priorities (Annex 1), to be considered by providers, focusing on the identified needs of Woking and the geographical neighbourhoods prioritised by the Youth Task Group with the addition of Knaphill.

(Note that approval is subject to approval of the Services for Young People model by Cabinet on 23 September 2014)

- (ii) To note the update regarding commissioned youth services in Woking.

- (iii) To note the update regarding the Integrated Youth Strategy.
- (iv) To note the changes to the council scheme of delegation which provides increased decision making to local commissioning in relation to youth work and Surrey Outdoor Learning and Development (SOLD).
- (v) To note the update regarding SCC's Youth Centre estate.

41/14 PROGRESS REPORT ON WOKING LIBRARY REFURBISHMENT (2012) AND BYFLEET COMMUNITY PARTNERED LIBRARY [Item 8]

Members welcomed the report and the work of the staff within the flagship library in Woking.

Member comments:

- Concern was expressed about a change of policy since the refurbishment regarding the display of information/leaflets from community groups, and members asked for this to be taken up with officers and for a response to be provided outside the meeting.
- A request was made that the decision to remove the music scores from Woking library be revisited. This would be raised and a response provided outside the meeting.
- Members were delighted at the progress made at Byfleet Library and the service that the volunteers give to local residents.
- Mr Wilson requested additional data on book issues at Byfleet which would be provided outside the meeting.

RESOLVED

Woking Joint Committee noted the report.

42/14 ROAD SAFETY OUTSIDE SCHOOLS REPORT: HORSELL C OF E JUNIOR SCHOOL [Item 9]

Rebecca Harrison introduced the report which set out possible measures which could be taken to address road safety issues outside Horsell Junior School following the presentation of a petition to the Joint Committee. This was one of the first schools to be assessed using the new Road Safety Outside Schools Policy following its ratification by Cabinet in July 2014. The Policy deals with parental perception of risk as well as actual risk. It was noted that recommended measures would need to compete with other highways schemes in Woking.

Public comments:

- It was noted that this process is available for schools countywide, but will need be carried out within the resources of a small team.
- The lead petitioner thanked the committee for the report.

Member comments:

- Pleased that the schools are involved in the process and that they have to be seen to want to help themselves.

The recommended highway measures would help to reduce traffic speeds and reduce antisocial parking and so would improve the road environment to encourage more walking, scooting and cycling to school. A successful increase in these modes would contribute to fewer car journeys and less motor vehicle congestion. The recommended school travel plan and road safety education improvements would also help to improve road safety and reduce reliance on the car for the school journey.

RESOLVED

Woking Joint Committee agreed that:

- (i) Horsell Junior School will be asked to undertake additional school travel plan and road safety education activities. This will include take up of Teaching Assistant Pedestrian Awareness Skills courses, Park SMART and the setting up of a walking bus. The school will be supported in these activities by the county council's Sustainable Travel Team.
- (ii) The highway improvement proposals presented within this report are added to the Woking list of possible future highway improvements, and are prioritised alongside other schemes using the "CASEM" countywide scheme assessment process. This will take into account the likely effect of the proposals on congestion, accessibility, safety, economy and future maintenance liabilities.

43/14 HIGHWAYS UPDATE [Item 10]

Andrew Milne introduced the report which updated the committee on highways schemes within the borough.

Public comments:

- It was clarified that the lead petitioners were invited to the site meeting regarding Pembroke Road traffic calming.

Member comments:

- The amount of funding transferred to Runnymede is included on the financial spreadsheet for drainage which is circulated to members.
- Junction improvements for the junction of Blackhorse Road and Saunders Lane are currently being designed.
- Signs covered in vegetation should be reported through the SCC website.
- The date for works to take place on Robin Hood Road will be clarified outside the meeting,
- There is a dip in the road by the junction of Barnby Road and Robin Hood Road which needs to be looked at.
- The Vicarage Road site may be deferred until 2015/16.

RESOLVED

Woking Joint Committee agreed to:

- (i) Note the progress with the ITS highways and developer funded schemes, and revenue funded works for the 2014/15 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.

44/14 PROPOSED AMENDMENTS TO THE BOROUGH COUNCIL OF WOKING (WOKING TOWN CENTRE) (TRAFFIC REGULATION) ORDER 1994 [Item 11]

Member comments:

- Members requested an update on the signage relating to cycling through the town centre as soon as practicable.

RESOLVED

Woking Joint Committee agreed that:

- (i) Proposed amendments to the Borough Council of Woking (Woking Town Centre) (Traffic Regulation) Order 1994 to prevent vehicles proceeding along Commercial Way between Chapel Street and Cawsey Way junctions 24 hours / 7 days a week be advertised.
- (ii) Any objections to the proposal will be reviewed by the Area Team Manager, Neighbourhood Services Business Manager, following consultation with the Chairman, Vice Chairman and Members of the Committee; and
- (iii) Following the advertisement of the amendment to the TRO, to implement it subject to no irresolvable objections.

45/14 ON STREET PARKING ENFORCEMENT REPORT [Item 12]

Geoff McManus introduced the report which updated the committee on on-street parking and enforcement.

Public comments:

- In response to a comment it was noted that village centres do get less enforcement than the main CPZ areas. The five minute observation period is consistent across Surrey.

Member comments:

- Members requested that safety around schools and takeaways were also highlighted as an issue within the reasons for recommendations.
- Mr Kemp suggested that the surplus monies could be used to fund an extra member of staff for enforcement. This was seconded by Mr Hussain. In response Mr McManus explained that he would be able to do this within existing resources.
- Members asked for clarification as to why shops charged an extra 30p for vouchers.

- Discretion is used when enforcement officers are working near faith events – parking still needs to be safe.
- Officers are looking at a pay by phone system which could be used alongside vouchers.

Proposals for the parking surplus would be discussed at an informal meeting to be held on 22 October 2014, and will be brought to the formal meeting on 3 December for further discussions and approval.

RESOLVED

Woking Joint Committee noted the report and requested that road safety outside schools and takeaways were also highlighted as issues.

46/14 OPERATION HORIZON UPDATE [Item 14]

Jane Young and Jason Lofty introduced the report which updated the committee on Operation Horizon. It was noted that roads found to have a high level of tar content would be deferred to the first quarter of next year – an update would be circulated to members of the committee early in the New Year.

Public comments:

In response to a question on the deferral of Queens Road, Knaphill and the current state of the road, it was noted that the County Council has a statutory duty to keep the road safe, and this will continue to be the case.

Member comments:

Responses to comments made are as follows:

- The permit for Old Woking Road was turned down, and is now in the programme for the first quarter of next year.
- Flooding issues on Robin Hood Road roundabout will be sorted before the road is resurfaced.
- Hook Heath Road is programmed in for 12 November 2014.
- Contractors have been taken to task over the lack of communication in relation surface dressing. Members were also concerned about the use of surface dressing in urban areas.
- Permits are currently being requested for the first quarter of next year for roads which have been deferred.
- Assurance was requested that flooding problems on Lock Lane have been addressed and will be monitored.
- A problem with one of the Newark Bridges would be looked at.
- The remaining section of Bassett Road will be done under a specialist concrete programme after April. Further details will be circulated to members when available.
- A small section of Shackleford Road needs urgent attention.

RESOLVED

Woking Joint Committee noted the report

47/14 LOCAL SUSTAINABLE TRANSPORT FUND: UPDATE, BUS CLEARWAYS AND BUSINESS TRAVEL FORUM [Item 15]

A correction was noted to Annex D page 165 – the number in the column for proposed bus cage action should read 24/7.

RESOLVED

Woking Joint Committee agreed to:

- (i) Note the LSTF (Woking) capital programme for the remainder of 2014/15 (annex A)
- (ii) Agree that the bus stop clearways as set out in annexes B and D on the “St Johns” and “route 91” bus corridors are introduced at the existing bus stops as shown on plans in annexes C and E.
- (iii) Agree that £62,000 be allocated to the proposed projects for 2014 from the existing LSTF Business Engagement budget (annex F) as set out below:
 - a. West Byfleet Station Cycle Parking (£25,000)
 - b. Basingstoke Canal Improvements (£22,000)
 - c. Cycle Parking Facilities at All Access (£500)
 - d. Peacocks Transport Media Screen (£10,000)
 - e. Electric Vehicle pop-up road shows (£2,500)
 - f. Electric Vehicle Information Pack for Surrey (£2,000)

48/14 WOKING BOROUGH LOCAL TRANSPORT STRATEGY AND FORWARD PROGRAMME [Item 16]

Paul Fishwick introduced the report and gave a presentation to the committee.

Public comments:

In response to a comment it was noted that the Chief Executive has advised officers have explored options for improving movement for local traffic at critical junctions on the A322 in Woking. Understandably as options may affect private property these are not yet available for wider discussion and some may be ruled out as impractical. The options will now be modelled and updated with additional traffic measurements, which will be done later this year after the surfacing work and diversions are completed, to ensure that any proposals brought forward are capable of implementation within a reasonable timescale, preferably before the completion of Brookwood Farm. Cllr Kingsbury has asked the Chief Executive to ensure that the Joint Committee receives a report on the proposals before the end of this Municipal Year. He has advised that he will ensure this happens but that the report may need to

be considered in a private session if, as expected, the solutions require the acquisition of some private land.

RESOLVED

Woking Joint Committee agreed to:

- (i) Approve the Woking Borough Local Transport Strategy and Forward Programme (see Annex 1), and its suggested objectives.

49/14 COMMUNITY INFRASTRUCTURE LEVY GOVERNANCE ARRANGEMENTS [Item 17]

Jeni Jackson introduced the report.

Member comments:

Members were concerned at the lack member oversight in the proposal and requested further discussions with officers regarding the governance and requested that this takes place before the item is brought back to a future meeting of the Joint Committee.

During discussions it was confirmed that funding collected would be spent in line with the approved Regulation 123 list. Before the list was agreed, stakeholders were consulted, and the list stands until it is reviewed. The role of the Joint Committee would be to inform the Head of Planning as to how CIL monies should be spent in accordance with the 123 list. CIL must be spent on infrastructure to support new development.

The Chairman requested that Borough Solicitor be invited to attend the Committee when this is next discussed to give a brief introduction setting out what the Joint Committee can and cannot do in relation to CIL.

RESOLVED (by a vote of 9 for and 3 against)

Woking Joint Committee agreed to defer the report for consideration at a future meeting of the Joint Committee.

50/14 JOINT COMMITTEE SUB-COMMITTEES AND TASK GROUPS [Item 18]

RESOLVED

Woking Joint Committee agreed:

- (i) The County Councillor and Borough Councillor appointments to the following:
 - a. Community Safety Sub Committee (4 members including at least one Borough Councillor and one County Councillor)
 - Beryl Hunwicks (B)
 - Graham Chrystie (B)
 - John Kingsbury (B)
 - Will Forster (C)

- b. Youth Task Group (2 County and 2 Borough)
 - Linda Kemeny (C)
 - Colin Kemp (C)
 - Derek McCrum (B)
 - Beryl Hunwicks (B)

51/14 FORWARD PROGRAMME [Item 19]

The Chairman was asked to look at the agenda and workload of future meetings, and to consider replacing an informal meeting with a formal meeting.

RESOLVED

Woking Joint Committee noted the report

Meeting ended at: 9.45 pm

Chairman

Notes from open public questions

Question 1: Mrs Pauline Marshall

Could the diversions and 7.5 tonne lorry ban in relation to the works on the A322 in Surrey Heath be clarified?

Andrew Milne understood that a decision was made to keep the HGVs on the A322 as the works were being carried out overnight, therefore there was no diversion of HGVs or removal of the lorry ban, but he would confirm this in writing outside of the meeting.

Question 2: Mr Tahir Aziz

There has been no mention of resurfacing roads in Maybury and Sheerwater including Balmoral Drive, Lambourne Crescent and Bassett Road. In addition Alpha Road and Princess Road have not yet had their yellow lines put back. There is also an issue with a strip between Pyrford Road and Princess Road – when will this strip be removed?

The Chairman agreed that a response would be provided outside the meeting.

Question 3: Mr Tahir Aziz

There is an issues with Anti Social Behaviour and drug dealing in Maybury and Sheerwater, and a number of burglaries in the last few months. Would it be possible to provide CCTV in the locality?

The Chairman agreed that a response would be provided outside the meeting.

Question 4: Cllr Melanie Whitehand

Is there any more detail on what will be implemented in Warbury Lane?

Andrew Milne explained that the width restrictions were being redesigned as the previous ones kept getting damaged.

Question 5: Cllr Louise Morales

Some students are going round the roundabout outside Woking College the wrong way. Would it be possible to put in an extra set of chevrons and no entry signs to remind people?

Andrew Milne agreed to get the signage assessed to see if it would be beneficial.

Question 6: Cllr Louise Morales

The last 20 yards of Shackleford Road is full of pot holes – is there any timescale for this works to be done?

The Chairman noted that she had asked for this stretch to be done under Operation Horizon and would speak to Cllr Morales outside the meeting.



WOKING JOINT COMMITTEE

DATE: 24 SEPTEMBER 2014

SUBJECT: WRITTEN PUBLIC QUESTIONS

DIVISION: WOKING

1. Question from Mr Hartley

Will the Committee recommend now the painting of yellow lines in the road across all entrances with dropped kerbs and by at least 3 metres to either side of those entrances to all properties on both sides of Woodlands Road and Berkeley Gardens?

All members of the Committee should please be made aware that Woodlands Road is the first road West of West Byfleet village which is not within the CPZ. It is used by commuters who are not prepared to park their cars at the Railway Station or within the village where parking fees are charged. Vehicles are frequently parked so close to the entrances of properties in Woodlands Road (and sometimes across them) that the sightlines of residents driving out onto the road are so obscured that they have to move too far into the road before being able to see traffic coming from either direction. This situation is likely to cause a traffic accident and the Councils must be made aware of it. I have lived in Woodlands Road for many years and the indiscriminate parking has become noticeably worse over the last few years particularly in relation to entering and exiting individual driveways.

Answer from Chairman on behalf of the committee:

Double yellow lines should only be introduced on roads where the parking of vehicles is inhibiting the flow of traffic movements up and down a street leading to congestion on a regular basis.

Such situations occur on junctions, narrow roads, intersections and roads with high volumes of through traffic, together with town centres and around hospitals, railway stations and other community facilities. Introducing double yellow lines across individual property entrances is not the correct use of this road marking.

Woodlands Road itself is fairly wide, with low through traffic volumes during the majority of the day and can accommodate some parked vehicles safely. The amount of vehicles and where they park in Woodlands Road will be monitored over the next year. If the number of vehicles parking does continue to increase and they do start to inhibit traffic flow and cause congestion then additional yellow lines will be proposed

in next year's review over suitable lengths of the road in order to combat the problems.

Residents of Woodlands Road and Berkeley Gardens are reminded that if a vehicle is parked adjacent to part, or all of their dropped kerb, civil enforcement officers from Woking Borough Council can be called and the offending vehicle may be issued with a penalty charge notice. Also if vehicles are parking across a driveway so it is not possible to exit, the local police can be called to deal with the obstruction.

2. Question from Mr Ian Makowski

The residents and rate payers of Woodlands Road and Berkeley Gardens, West Byfleet want to be included in the 2014 Surrey County Council CPZ review, for implementation in 2015 to the West Byfleet CPZ scheme and we appeal the decision taken by Councillor Richard Wilson to the committee at the 25th June meeting that no action should be taken at this time to include Woodlands Road and Berkeley Gardens in the CPZ scheme.

Background :

- We are the first roads west of the town centre of West Byfleet where parking is free with no time restrictions.
- For a small narrow road we have anything up to 30 cars plus per day and over night parked on both sides of the road. The vast majority of the cars are parked at the Old Woking Road end of Woodlands Road.
- The parked cars belong to all day rail commuters, West Byfleet commuters and Marist School employees with Marist school parents also parking for pick up and drop off.
- The houses at the end of Woodlands Road leading onto Old Woking Road are finding it difficult to exit their driveways because cars are parking both sides of the road leaving only a single lane open. Cars are also parking very close to their exits making it very difficult for line of sight to see on coming vehicles and to get onto the public highway. This has been highlighted to WBC and to our local councillors.
- The roads are not being cleaned by Serco as their operators cannot get to the road surface to clean it due to the parked cars.
- It has been agreed that the junction with the Old Woking Road and Woodlands Road is a safety issue as highlighted to the committee on the 25th September 2013 in the Council chamber. The recommendation for yellow lines by the end of 2013/beginning 2014 was put to the Chair by David Curl, Surrey County Council Roads which was minuted but nothing has happened to date.
- Also at this meeting on the 25th September 2013, David Curl said to the Chair that Woodlands Road and Berkeley Gardens would be considered for inclusion in the 2014 SCC CPZ review. See attached minutes, Question 2 from Ian Makowski and the minuted response which is below from the 25th September 2013 Council meeting and as yet nobody from Surrey CC Roads has contacted Ian Makowski to discuss the issue.

Residents in Woodlands Road and Berkeley Garden in West Byfleet have noticed an increase in numbers of cars parking on the road, especially near the Old Woking Road and would like parking restrictions to be considered for the next parking review, and also consideration being given to including the roads in the West Byfleet CPZ.

Response: David Curl confirmed that this will be considered in the 2014 review, and team will contact the resident as part of the review.

Response: Richard Wilson asked for consideration to be given to doing something about the parking sooner than the next review."

On the 22nd May 2014, Peter Wells, Surrey County CC Surveyor and a WBC Enforcement officer visited the site with Councillor Richard Wilson. A recommendation was made for 50 metres approximately, subject to survey, for double yellow lines on one side of the road only.

As rate payers we wish that our roads be now included and made part of the West Byfleet CPZ scheme. Precedents have already been set with Elmstead Road and Oakcroft Road (two roads to the east of Woodlands Road) as these roads were included in the CPZ after the initial CPZ area was set up due to residential parking problems suffered by commuter parking. 100% of the residents in the affected roads are willing to sign a petition to have both Woodlands Road and Berkeley Gardens as part of the existing West Byfleet CPZ scheme. We have the support of our local Councillors, Richard Wilson and Graham Chrystie to this. As to cost, this should not be a issue, as it will not cost much more to put single yellow lines in both roads plus occasional parking bays as it is to put double yellow lines in. For an enforcement officer to check that Woodlands Road and Berkeley Gardens are being enforced as part of the CPZ is no issue, as the person who does this patrol by vehicle in Oakcroft Road, then turns into Coldharbour Road, then into Woodlands Road, the next adjacent road. As to a resident survey, this is not required, because 100% of the residents are willing to sign a petition now to make this happen.

Therefore, given the above, we now want WBC and Surrey CC to have our roads included in the 2014 Surrey CC Roads CPZ review and that this is implemented in 2015 to the West Byfleet CPZ scheme.

Answer from Chairman on behalf of the committee:

At the local committee meeting on the 25th September 2013, the Parking Team agreed to look at the parking situation in Woodlands Road and Berkeley Gardens as part of the 2014 Woking parking review.

Following a site meeting on the 22 May attended by a Parking Team Officer, the local County Councillor and Parking Manager from Woking Borough Council the outcome of this review is that we do not consider it necessary to include Woodlands Road in the West Byfleet CPZ. The reasons for this are:

Woodlands Road is wide enough to allow parking on one side and still maintain unrestricted access for through traffic. Current parking levels are relatively low and concentrated at the Old Woking Road end. The road is used for school run parking by some parents from The Marist Roman Catholic Primary School, who have limited alternative places to park. Residents generally have ample off street parking and do not need to park on the road and so would not need to purchase either resident or visitor permits

However, we do think that there should be double yellow lines on both sides of Woodlands Road with the junction of Old Woking Road where more parked vehicles are congregating, to keep this area clear and improve safety.

In terms of street cleansing, we can liaise with Woking to arrange a suitable times for the sweeper to visit or if necessary impose temporary parking restrictions to provide better access for maintenance work.

We will continue to monitor the situation in Woodlands Road/Berkeley Gardens and if the situation changes, we will consider additional restrictions in future parking reviews.

3. Question from Kirsten Platz

First of all lots of compliments about Woking as it is a great place to live. I am writing to you as I am a mum of two boys, aged 12 and 15 years of age, who attend the International School of Surrey at Old Woking Road. We live at Lytton Road and my sons have to cross Maybury Hill via the Ridge each morning in order to get to their school and from the roundabout at College Road through to Maybury Inn there is not one single pedestrian crossing installed whereas beyond ASDA at Monument Road there are not less than 5 or 6 pedestrian crossings. I am very worried about my children's safety each morning when they ride on the bikes because people drive fast at Maybury Hill even though a sign has been put up in order to reduce people's speed. The problem is though that nobody seems to keep the speed at 30 miles per hour. There is quite a lot of families living in the Ridge and Honey End with children and quite a few from the International school so I went around and asked the other residents if they thought that installing a pedestrian crossing at the end of the Ridge would be good idea and I have collected quite a lot of signatures which I enclose with this email (26 signatures).

I think asking for a pedestrian crossing is quite a modest request and especially if it could help improve the road safety for children and adults. Furthermore, I encourage my children to exercise and stay healthy and additionally I think being able to travel to school on your own is great freedom to provide for your children.

Answer from Chairman on behalf of the committee:

We are aware of the issue of speeding vehicles on Maybury Hill and we have an item on our work programme for speed reducing measures along the road. Although there have been no personal injury collisions involving pedestrians trying to cross Maybury Hill, the speed of some of the vehicles combined with the volume of traffic using the road when school children might be trying to cross could make this a difficult and potentially hazardous undertaking. It is possible that the provision of a crossing could be included as part of a "speed reducing measure" scheme. Alternatively, it could be added as a separate item on our work programme. In either case, the cost would be significant as the vehicle speeds clearly indicate that a signal controlled crossing would be appropriate rather than a zebra crossing.

No work has yet been undertaken to determine where a pedestrian crossing could be located and we are aware that the footways along Maybury Hill are relatively narrow in places. However, it seems likely that a crossing could be accommodated somewhere between The Ridge and Shaftesbury Road, taking into account the vertical alignment of Maybury Hill between those two points.

4. Question from Alex Galea

Pembroke Gardens was included within the boundary (plan attached) of the original extension of the Woking Controlled Parking Zone Area 5 but yellow lines were never painted in the close. As the residents of Nos 1,2, 7 and 8 (who have lived in the close long enough) were not consulted, they are asking **why Pembroke Gardens was left out**. If this was due to a **deliberate decision**, details would be appreciated. If the **omission was inadvertent**, we are reasonably expecting the Committee to discuss the **correction** of the anomaly of Pembroke Gardens being the only road in the area with no parking restrictions.

Answer from Chairman on behalf of the committee:

To the best of our knowledge and the information available, the Woking controlled zone was introduced over the years 1989 - 1992. Unfortunately there are no recorded minutes to explain why Pembroke Gardens was left outside of the scheme boundary or whether the residents were or were not consulted about this decision at the time.

Between 6 June and 4 July 2014, the County Council undertook a consultation exercise with the eight properties in Pembroke Gardens asking if households wanted the boundary changed so Pembroke Gardens would be included in Area 5 of the Woking CPZ. The results of the consultation can be read in the Woking parking review report Section 4.1 on page 94. In order to have made a recommendation to include Pembroke Gardens in the Controlled Parking Zone, it would have been necessary for a clear majority to have been in favour, which is not the case.

To try and broker a resolution the local county councillor arranged a face to face meeting with the residents of Pembroke Gardens. With an equal number of householders for and against changing the current situation, no consensus has been achievable during the time period of this years Woking parking review. Therefore the decision reached on this occasion is to monitor the parking situation over the next parking review cycle.

5. Question from Joyce Bianconi

The petition for this crossing was discussed at the December 2012 meeting of the Local Committee. A consultation was then undertaken between May and August 2013 and the results of the consultation presented to the September 2013 Local Committee meeting, where the project was approved. The original timetable, as put forward in the Consultation document, was for the detailed design of the crossing, road safety audit, legal notice and programme works to be undertaken during winter 2013/14, with introduction of the new crossing on A3046 Chobham Road Woking in Spring 2014.

There is no sign of the crossing so far, so I would like to ask what the current situation is, and when the crossing is now scheduled to be installed.

Answer from Chairman on behalf of the committee:

I refer to item 15 LSTF update, bus clearways and business travel forum. Annex A relates to the LSTF capital works programme (page 163) and under cycling the A3046 Chobham Road is listed. This provides a works start of late autumn 2014.

This is still on schedule and at the last programme meeting it has been scheduled to start in November.



WOKING JOINT COMMITTEE

DATE: 24 SEPTEMBER 2014

SUBJECT: WRITTEN MEMBER QUESTIONS

DIVISION: WOKING

1. Question from Cllr Louise Morales, Woking Borough Council

Could I ask the committee to change the road priorities in Rydens Way Old Woking back to how they were before the new development as the current arrangement is very dangerous driver behaviour and daily near miss accidents.

Could I also ask if the bus stop at the end of Rydens Way could be moved the other side of the road so that passengers do not have to wait less than 1m from residents windows which is causing distress to both residents and bus users.

Answer from Chairman on behalf of the committee:

The Rydens Way housing development was granted planning permission with a revised road layout, included as part of the development. This road layout was subsequently constructed by the developer, under a highway agreement with the county council.

The safety of the revised road layout was reviewed under the county council's three stage road safety audit process - at planning, then on submission of the developer's detailed road design and then post construction. The stage 3 audit was carried out on 12 February 2014. These audits have not highlighted any in-principle problems with the altered estate road design or construction. Consequently, it is not feasible or reasonable under the terms of the highway agreement to require the developer to undertake highway reconfiguration works.

It is appreciated that it may take time for drivers to get used to the amended layout; there is little point in monitoring driver behaviour as the layout has passed safety audit. The Highway Authority has not been made aware of any personal injury accidents to date.

The Rydens Way housing development included three bus stops. The bus stop being questioned is located at the east end of the development scheme. This bus stop was constructed by the developer, under a highway agreement with the county council.

As part of normal checking of the planning application layout, then the developer's detailed highway design, and finally the constructed highway works, the county council has ensured that the bus stop meets normal requirements. Consequently, it

is not feasible or reasonable under the terms of the highway agreement, to require the developer to undertake the bus stop relocation works.

This was a "difficult" bus stop to agree, if a more appropriate location in the vicinity could be identified during the design/planning process then it would have been. The Joint Committee is asked to indicate if it wishes to apply the SCC bus stop re-siting policy this would result in a site visit with relevant officers - Travel & Transport Group, Highways, WBC, Surrey Police, local member(s) - to identify an alternative location. Assuming a location is found a short consultation with any affected frontages would take place, the scheme would be costed and a funding source would need to be identified. If no alternative can be found, there is no funding available or objections are received to the alternative then the stop would remain.

2. Question from Mr Will Forster, Surrey County Council

- a) In order to support the expansion of Westfield Primary School, Surrey County Council agreed to widen the Hoebrook Close entrance of the school and Adult Education Centre to remove a traffic bottleneck that was causing safety concerns.

Please can the Council confirm when this entrance will be widened? Can the Council confirmed the reason for the delay?

- b) Despite Westfield Primary School's location off the narrow road of Bonsey Lane, the school is expanding to meet the growing demand for school places.

I understand that the County Council employs the services of a transport company to help children from a wider area and outside my division get to and from school. This company seems to use large coaches for this purpose, which in Bonsey Lane causes congestion to both local residents and school traffic. Coaches have been seen to mount and park on the pavement, and block the road by performing multi point turns.

Will the Council agree with me that this is far from helpful and ensure that providers of school transport should always hold the highest possible safety standards? Will the Council also ensure that in future the providers of school transport for Westfield Primary School will only use medium size coaches?

Answer from Chairman on behalf of the committee:

- a) We are informed by our Building Surveyor at SCC who is leading on this project that the project has been tendered and SCC are looking to be in contract shortly. The widening of the gate, which is the focal pinch point, is expected to be carried out in the October half term however the widening of the actual road will take a little longer (2-3 weeks after that) so will run into term time. Pupils and parents will be separated from works and traffic management will be in place throughout. Following the widening of the road, speed bumps will be installed during a weekend to avoid any further disruption to the school and Adult Services currently using the site.
- b) There are circa 20 passengers requiring transport to Westfield this year - a little less than last year despite the additional class. This issue came to our attention a while back so we did make contact with the company providing

the transport who were using a vehicle with a much larger capacity than necessary. This was raised with the company prior to the summer holidays and they have now purchased a new 22 seat coach which is smaller and more appropriate for this journey and is currently in use.

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