

**DRAFT**

Minutes of the meeting of the  
**Woking JOINT COMMITTEE**  
held at 6.00 pm on 22 March 2017  
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 Bond
- \* Cllr Deborah Hughes
- \* Cllr Ian Johnson
- \* Cllr Beryl Hunwicks
- \* Cllr Melanie Whitehand
- \* Cllr John Kingsbury (Vice-Chairman)
- \* Cllr Graham Chrystie

\* In attendance

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**Notes from Open Public Questions**

**1/17 APOLOGIES FOR ABSENCE [Item 1]**

Apologies for absence were received from Mrs Kemeny and Cllr Chrystie.

**2/17 MINUTES OF PREVIOUS MEETING [Item 2]**

The minutes from the last meeting held on 7 December 2016 were agreed and signed.

**3/17 DECLARATIONS OF INTEREST [Item 3]**

There were no declarations of interest.

**4/17 PETITIONS [Item 4]**

No petitions had been received.

## **5/17 WRITTEN PUBLIC QUESTIONS [Item 5]**

Three public questions were received and tabled. A copy of the questions and answers are annexed to these minutes. The supplementary questions and responses are set out below:

### **Question 2:**

On behalf of Mr Brighton, Mr Doran asked what the outcome of the survey on parking options in Waldens Park Road was. Mr Kemp explained that there had been three surveys, one carried out by himself and Cllr Hunwicks, one carried out by Mr Brighton and one by the Parking Team. The Parking Strategy and Implementation Manager explained that the Parking Team had carried out a consultation in January 2017 which set out three options. Residents preferred option is as set out in the committee report.

### **Question 3:**

Mr Doran asked whether it would be illegal to drop off or pick up on the north side of the station.

Officers explained that drop off and pick up will only be permitted in designated bays. The intention is to stop vehicles causing a threat to peoples wellbeing and enforcement will prevent obstruction. The closest safest drop off point will be Brewery Road. The only exception will be the parking bays for blue badge holders. Other facilities will be available on the south side of the station.

## **6/17 WRITTEN MEMBER QUESTIONS [Item 6]**

Three member questions were received and tabled. A copy of the questions and answers are annexed to these minutes. The supplementary questions and responses are set out below:

### **Question 1:**

Mr Forster asked to add a discussion on a cycle strategy to the forward programme.

### **Question 2:**

If 31 potholes have been repaired in Bonsey Lane, is it more cost efficient to carry out a full repair?

Officers explained that there was a limit to how much road surface could be repaired under Horizon at one time, and these locations were prioritised according to location.

## **7/17 A322 UPDATE (SERVICE MONITORING AND ISSUES OF LOCAL CONCERN) [Item 9]**

[Mr Carasco arrived]

The Chief Executive of Woking Borough Council introduced plans for addressing congestion around the A322 Brookwood Crossroads which were proposed to form the basis of a public consultation exercise and invited comments from members of the public and members of the committee:

**Public comments:**

- The Council was thanked for the proposed plans and a request was made for a public meeting to be held in Knaphill as part of the consultation. It was noted that the intention was to hold a consultation at The Vyne.
- Need to ensure the impact of development at Bisley, West End and beyond are taken into account when considering the proposals.

**Member comments:**

- Members welcomed the report and were happy with plans to go ahead with a public consultation with the exception of proposals for Cemetery Pales. It was noted that this would be carried out in June after the elections, and reported back to the Joint Committee later in the year.
- Need to ensure a safe crossing for people using The Vyne.
- Plans should discourage rat runs and encourage walking to school.
- A full cost appraisal has not yet been carried out, but it is envisaged that CIL would be utilised for funding the project and therefore significant County Council funding would not be expected.

**RESOLVED**

The Committee discussed and received plans which would form the basis of a public consultation on options for the A322 Brookwood Crossroads.

**8/17 HIGHWAYS UPDATE (EXECUTIVE FUNCTION) [Item 7]**

The Area Highways Manager introduced the report which updated the committee on highways schemes within the borough. The final funding position for 2017/18 financial year was not yet confirmed, but it was expected that there would be a reduction in funding which would impact on the scope of the works. The agreed highways schemes in the report were listed in priority order as agreed by the Joint Committee, so officers would approach the work in that order, unless the Joint Committee advised differently.

**Member comments:**

During discussion the following areas were discussed:

- It is preferable to take a holistic approach to address congestion in an area, such as the proposals for the A322, but it was noted that at the current time it was not possible to look at other areas in this way due to the limitation of resources.
- Clarification was sought as Manor Road was listed twice – officers would clarify outside the meeting.
- An update on signage for Oyster Lane would be provided outside the meeting.

**RESOLVED**

Woking Joint Committee:

- (i) Noted the progress with ITS highways and developer funded schemes and revenue funded works for the 2016/17 financial year.
- (ii) Noted the budgetary position in light of Surrey's current financial constraints.

- (iii) Noted that a further Highways Update will be brought to the next meeting of this Committee.

**9/17 PROPOSED AMENDMENTS TO TRAFFIC REGULATION ORDERS FOR THE WOKING TRANSPORT INFRASTRUCTURE PACKAGE (EXECUTIVE FUNCTION) [Item 8]**

The Project Manager for Town Centre Development introduced the report which set out the changes to a number of Traffic Regulation Orders which are required to enable the delivery of the Woking Integrated Transport Package in Woking Town Centre.

An amendment was tabled which contained a number of updated plans which were not available when the report was published, as well as further clarification on some of the schemes included in the report.

**Member comments:**

1. In response to concerns about access to Lloyds car park and deliveries to the retail unit it was noted the Borough would work with Woking Shopping security to manage access for authorised users 24/7.
2. The barrier at the junction with the High Street will be moved slightly to prevent the High Street from becoming blocked.
3. It is proposed to provide a disabled parking bay outside the Marjory Richardson Centre.
4. The committee questioned whether an additional drop off was required on the north side of the station, and asked for the drop off area at Brewery Road to be monitored.
5. The pedestrian crossing by the Bedser Bridge is currently showing that it will go straight across rather than be staggered and concerns were raised about the impact on traffic flows along Victoria Way. It was explained that the crossing was still under review and designs were being worked up which would provide a balance between pedestrian and traffic flow.
6. Members highlighted concerns around potential conflicts between taxis and cyclists on Broadway and asked officers to relook at this.
7. Concerns were raised about the bus lane and the effect that this would have on traffic turning left off Victoria Way into Chobham Road as well as traffic going straight on. It was noted that the bus lane had been modelled and would be acceptable. The Planning Committee has requested that this could be put in temporarily and if it caused added congestion then it could be removed.
8. Members requested a bedding in period for residents to get used to the changes in the Town Centre before any enforcement action is taken.

**RESOLVED**

Woking Joint Committee agreed to note (each has been labelled as SCC delegated authority or WBC delegated authority):

- 1) A Permanent Traffic Regulation Order will be pursued for the creation of a 20mph zone within the town centre, to include revoking of the existing speed limit. High Street and The Broadway fall under WBC (a)

delegated authority, and the remaining town centre roads fall under WBC (b) delegated authority. It is necessary to extend the 20mph zone to the adjoining roads within the town centre area to provide a comprehensive 20mph zone for vehicles to enter and to avoid confusion with changes to speed limits. This will improve safety of the whole area and assist in the delivery of the public realm improvements for the town centre (amended VD15278-SK-048-E and VD15278-SK-048-F).

- 2) An Experimental Traffic Regulation Order will be implemented along High Street from its junction with The Broadway to its new junction with Victoria Way for a one way direction route westbound for use by “buses”, “cycles” and “authorised vehicles” with a time period shown (7am – 9pm) with Contra-flow pedal cycles (amended VD15278-SK-025 Rev N). In due course, consideration will then be made as to whether or not to make a permanent Order under Section 1 of the Road Traffic Regulation Act 1984 in like terms to those contained in the current Experimental Traffic Order (WBC(a) delegated authority).
- 3) The use of the new enforcement camera device which is proposed to be installed at the junction of The Broadway with High Street to enforce the restricted access TRO mentioned above.
- 4) An Experimental Traffic Regulation Order will be implemented along The Broadway, between its junction with Duke Street and High Street for one way movement of all vehicles westbound, and a contraflow cycle lane eastbound (amended VD15278-SK-027 Rev G). In due course, consideration will then be made as to whether or not to make a permanent Order under Section 1 of the Road Traffic Regulation Act 1984 in like terms to those contained in the current Experimental Traffic Order (WBC(a) delegated authority).
- 5) A Permanent Traffic Regulation Order will be pursued for High Street from its junction with The Broadway to its new junction with Victoria Way in close proximity to Victoria Arch for revoking existing parking bays, taxi bays, disabled badge parking bay and a bus stop and implementing loading bay and disabled badge parking bay (amended VD15278-SK-025 Rev N) (WBC(a) delegated authority).
- 6) A Permanent Traffic Regulation Order will be pursued for The Broadway from its junction of Duke Street to High Street for revoking existing parking bays, and implementing taxi bays, loading bays, disabled badge parking bay (amended VD15278-SK-027 Rev G) (WBC(a) delegated authority).
- 7) A Permanent Traffic Regulation Order will be pursued for a restricted parking zone along The Broadway from its junction with Duke Street extending along High Street to its junction with Victoria Way (plan VD15278-SK-053) (WBC(a) delegated authority), to include any necessary revoking of existing TRO’s. This restricted parking zone will also apply to Chapel Street since this is a road adjoining High Street and accessed directly from High Street with no other point of entry (WBC(b) delegated authority).

- 8) An Experimental (amended from Permanent TRO) Traffic Regulation Order will be pursued to restrict general traffic on Chapel Street between its junction with High Street and Commercial Way. (plan VD15278-SK-050) (WBC(b) delegated authority).
- 9) A Permanent Traffic Regulation Order will be pursued for the reverse of the one-way section of road on Duke Street between its junction with Locke Way and Chertsey Road, and along Chertsey Road from its junction with Duke Street to Stanley Road. This will enable traffic to travel in one direction from Locke Way turning left into Duke Street and right onto Chertsey Road to reach the roundabout. Traffic will be able to turn both ways out of Locke Way onto Duke Street. Existing on street parking bays will need to be revoked and altered as a result to enable the free flow of vehicles along Chertsey Road and Duke Street (amended VD15278-SK-028-B) (WBC(b) delegated authority). This will improve traffic flows in the town centre area following the implementation of the one-way section of Broadway, allowing vehicles to travel directly out of the town centre area via Chertsey Road.
- 10) A Permanent Traffic Regulation Order will be pursued to revoke the Bus Lane on Victoria Way between its junction with Goldsworth Road and its junction with Church Street West (plan no VD15278-SK-051) (SCC delegated authority).
- 11) A new bus stop on Victoria Way on the northbound carriageway between Goldsworth Road and Church Street West will be provided. Bus Stop Clearways do not need advertising. The Signs Regulations allow for them to be installed without a TRO. (plan no VD15278-SK-051) (SCC delegated authority).
- 12) A new bus stop on the eastbound carriageway of Church Street West between its junction with Goldsworth Road and Forge End will be provided. No advertising is required (plan no VD15278-SK-051) (SCC delegated authority).
- 13) A Permanent Traffic Regulation Order will be pursued for no left turn for all vehicles except for "Buses" and "Cycles" from Victoria Way into Church Street West (plan no VD15278-SK-051) (SCC delegated authority).
- 14) To note the new enforcement camera device which is proposed to be installed at the junction of Victoria Way with Church Street West to enforce the restricted access TRO mentioned above.
- 15) A Permanent Traffic Regulation Order will be pursued for a Bus Lane on Victoria Way between its junction with Lockfield Drive and the pedestrian crossing adjacent to the Bedser Bridge. (plan no VD15278-SK-052) (SCC delegated authority).
- 16) A new bus stop on Victoria Way eastbound section on the approach to the pedestrian crossing adjacent to the Bedser Bridge will be provided. This does not require advertising. (plan no VD15278-SK-052) (SCC delegated authority).

- 17) A Permanent Traffic Regulation Order will be pursued to change the position of the pedestrian crossing on Victoria Way adjacent to Bedser Bridge. The proposal is to keep a staggered crossing setup. (plan no VD15278-SK-052) (SCC delegated authority).
- 18) Any objections will be reviewed either by the Cabinet Member for Transport and Flooding at SCC, the Deputy Chief Executive at WBC in consultation with the Portfolio Holder, or the WBC Assistant Director (Place), each with respective delegated authority for the orders as identified.
- 19) Following any necessary advertising of the amendments to the TRO's, to implement subject to no irresolvable objections.

### **10/17 2017 WOKING PARKING REVIEW (EXECUTIVE FUNCTION) [Item 10]**

The Parking Strategy and Implementation Manager introduced the report which set out the 2017 Woking Parking Review. An amendment was tabled which clarified proposals for Chertsey Road and Goldsworth Road explaining that the Car Club bays would be suitable for electric vehicle charging points when funding becomes available. There were also two additional recommendations for Meadway Drive and Kettlewell Hill which were included on an exceptional basis to address road safety outside Horsell Junior school, and the second as a result of a planning application agreed at the last meeting of the Planning Committee.

If agreed, the proposals would be advertised in May, with the aim to implement the schemes in October subject to resolving any objections.

#### **Public comments:**

Residential parking is a big issue which needs to be addressed through the planning process. In response it was noted that the Woking Borough Council would shortly be looking at parking standards for residential properties.

#### **Member comments:**

- It was confirmed that the Marist School would be consulted on the proposals for Sheerwater Road.
- Rectory Lane will be looked at in the next parking review.

### **RESOLVED**

Woking Joint Committee agreed:

- (i) the proposed amendments to on-street parking restrictions in Woking as described in this report as amended and shown in detail on drawings in annex A and tabled drawings 20015F and 20060B are agreed.
- (ii) the joint committee allocates funding as detailed in paragraph 5.1 of this report to proceed with the introduction of the parking amendments.
- (iii) the intention of the county council to make an order under the relevant parts of the Road Traffic Regulation Act 1984 to impose

the waiting and on street parking restrictions in Woking as shown on the drawings in annex A and tabled drawings 20015F and 20060B is advertised and that if no objections are maintained, the orders are made.

- (iv) 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.

**11/17 WOKING TOWN CENTRE MANAGEMENT ANNUAL REPORT (EXECUTIVE FUNCTION) [Item 11]**

The Assistant Director (Woking Borough Council) introduced the report which updated the committee on works implemented within Woking Town Centre under the Woking Town Centre Management Agreement. Members of the committee welcomed the report and made the following comments:

- The quality of the signage in the Town Centre was noted to be of superb quality and members asked officers to explore the possibility of the Borough Council taking on additional responsibilities in this area and asked to discuss it further at a future informal meeting.
- It was confirmed that the Borough Council manage utility works within the Town Centre area.

**RESOLVED**

Woking Joint Committee noted the report.

**12/17 ARMED FORCES COVENANT ANNUAL REPORT (SERVICE MONITORING AND ISSUES OF LOCAL CONCERN) [Item 12]**

The Senior Policy Officer (WBC) and the Surrey Civilian Military Liaison Advisor introduced the report which set out the activity taken by Woking Borough Council and Surrey County Council to implement the Armed Forces Covenant over the past 12 months.

The forthcoming Freedom Parade for ATC (Pirbright) on 23 April 2017 was highlighted to the committee as a very exciting event for Woking and the Army and was very much welcomed by members of the committee.

Members discussed some of the actions taken locally under the Covenant with schools, housing, Cadets and Reservists and well as receiving an update on how the Peace Garden is being used. They welcomed all the great work in this area, congratulated the Council's on their recent Employer Recognition Awards and noted their appreciation of the amount of work that officers put in to take the Covenant forward in Woking to ensure that the Armed Forces Community is looked after and receives no disadvantage.

**RESOLVED**

Woking Joint Committee noted the report

**13/17 ACHIEVEMENTS OF WOKING JOINT COMMITTEE (FOR INFORMATION) [Item 13]**

The Community Partnership and Committee Officer introduced the report which set out a summary of the achievements of the committee over the past four years.

**Public comments:**

Woking Borough Council and Surrey County Council were thanked for the support given to the Cabin youth group.

**Member comments**

Members of the committee welcomed the report and made the following comments:

- The joint working of the county and borough at both officer and member level has achieved a significant amount.
- The joint committee is now exposed to a much wider range of issues than the previous local committee which was welcomed.
- The Task Groups are operating well and effectively engage officers from partner agencies.

The Joint Committee in Woking is seen as a model for others to follow, and a number of other boroughs have sought advice from officers and members on how it works and the benefits it achieves.

Members of the committee, as well as officers supporting the committee were thanked for all their work in helping to make the Joint Committee such a successful partnership.

**RESOLVED**

Woking Joint Committee noted the report

**14/17 FORWARD PROGRAMME (FOR INFORMATION) [Item 14]**

**RESOLVED**

Woking Joint Committee noted the report with the addition of reports on:

- i. Cycle Strategy
- ii. Waste Strategy
- iii. Stroke consultation and impact on Woking

**15/17 DECISION TRACKER (FOR INFORMATION) [Item 15]**

The updated Tracker was noted and it was agreed to remove the completed actions that were highlighted in grey.

Meeting ended at: 9.15 pm

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**Chairman**

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**Annex 1**

**Notes of Open Public Questions**

**Question 1: Mr Doran**

Harelands roundabout and Lockfield Drive were resurfaced 2/3 years ago, and are currently in a bad state of repair. Can this be repaired again without additional cost to the County Council?

Mr Kemp responded and explained that this area has not be resurfaced to date, but is due to be done next year under Operation Horizon.

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## **WOKING JOINT COMMITTEE**

**DATE:** 22 MARCH 2017  
**SUBJECT:** WRITTEN PUBLIC QUESTIONS  
**DIVISION:** WOKING

### **1. Question from Mr Stubbs**

Footpath across Brookwood Farm Knaphill - I first raised this issue in 2015 but in the reply I received from the then Head of Planning Services at Woking BC because it stated that the planning condition did not require the footpath to be completed until the 148 unit on Brookwood Farm was occupied the Council would not get involved. We are now well past the 148<sup>th</sup> point but the footpath is in the same poor condition as reported in 2015.

Part of the plans for Brookwood Farm was to construct a number of footpaths across the SANG land. The majority of footpaths are known as green paths and are just mowed pieces of land. It is worth noting that the majority of the 'green paths' have been under standing water this winter. The main path that runs from next to the sports pavilion off Brookwood Farm Drive to the canal towpath was to be a surfaced footpath. This footpath was welcomed not only by the people moving into the new houses but commuters who walk to or from Brookwood station from the surrounding area.

The footpath that was constructed in 2015 was surfaced with large jagged stones, probably Cotswold stones. The footpath looks like a white snake across the grass land. The path is very uneven but the main complaint is the rough stone that has been used. You would expect a surface like this say in the fells where walkers were wearing the appropriate footwear not on the edge of an urban area. If the design was to put cyclists off then the plan has worked but it is also unsuitable for parents with buggies or small children on tricycles. Commuters say that if they use the footpath on a regular basis then they would ruin their shoes.

We keep being told by Councillors that we should become less reliant on our cars and walk or cycle more. More people would use the footpath if it had a good surface. Currently commuters walk alongside the polluted A322 and A324 rather than damage their shoes. Surely action can be taken to improve the surface of the path.

Finally could you confirm the status of the footpath, is it a public right of way?

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

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The footpath was installed before the timescale set out in the conditions attached to the Planning Permission for the redevelopment but before surfacing materials were agreed with the Local Planning Authority.

The matter was therefore pursued by the Council's Planning Enforcement Officer in conjunction with the Council's Green Infrastructure Team. A revised material for the footpath surface was agreed in October 2016. However, the supplier undertaking the work requires certain conditions to lay the material (a dry and warm period with the temperature at +7 degrees and dry for at least 48 hours). Therefore, the work is now expected to be undertaken between mid March or early April.

The Council's Planning Enforcement Officer has a regular bi-monthly meeting with the Site Manager, a representative from CALA's Head Office and other contractors with regards to the current position on the site. These meetings continue to be helpful in that progress is regularly communicated to the Planning Team and it affords the opportunity to raise any issues the Ward Councillors or local residents raise in regards to the site.

I can confirm that this footpath is not a public right of way, and there are no plans to make it one.

## **2. Question from Mr David Brighton**

In December 2015, over 70% of residents of Waldens Park Road signed a petition objecting to a proposal for a single yellow line on parts of the road and requesting a CPZ instead. The Parking Review to be presented to the committee on 22 March includes a proposal for a single yellow line on parts of the road (albeit more of the road this time). The Parking Review document states that this "would manage the parking in a similar way to the CPZ but without the need to introduce residents' permits". This is incorrect. The road will still suffer from commuter parking where there is no yellow line. These spaces will fill up every weekday morning. Residents, their visitors and tradesmen will be inconvenienced during the hours of operation of the restrictions as there will be nowhere for them to park. This would not be the case with a CPZ, where there would be no commuter parking and residents would have permits for their visitors and (where desired) themselves. When the restrictions do not apply, there will be nothing to stop cars parking opposite each other, leaving us with the same problem we have today. In view of this:

1. Please explain where you expect visitors and tradesmen to park when the restrictions apply, bearing in mind that commuters will have occupied all available spaces.
2. Please explain how the proposal will prevent cars parking opposite each other when the restrictions do not apply.
3. Please explain how WPR is being treated consistently with other roads where, like WPR, residents do not require on-street parking but a CPZ has been introduced (examples nearby include Horsell Vale, Church Road and Horsell Rise).
4. If, as the Parking Review suggests, the current proposal would have an effect similar to a CPZ, will it be introduced for similar roads in the existing CPZ?

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[www.surreycc.gov.uk/woking](http://www.surreycc.gov.uk/woking)

5. Does the committee believe that it is appropriate to effectively impose commuter parking upon a residential road a mile from the town centre when similar roads closer to the town centre benefit from a CPZ?
6. Was the displacement effect of the introduction of a CPZ on Lych Way in 2015 properly considered?

It is with reluctance that I raise these questions, which I have raised with Cllr Kemp and in the informal consultation carried out earlier this year. Despite this, and despite repeated offers (as the organiser of the petition) to engage constructively with Cllr Kemp and the parking team to find a suitable solution, these questions remain unanswered.

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

Thank you for your question regarding the proposal of a single yellow line waiting restrictions (9.30-11.30am, Mon-Fri) on Waldens Park road with gaps at suitable locations between the driveways.

This proposal in Walden Park Road has been introduced following complaints/requests about parking on this road mainly by commuters for a long duration. After several visits carried out by our Parking Engineers and consulting with the local county councillor we proposed two options for Waldens Park Road and carried out an informal public consultation giving the residents of Waldens Park Road a choice to choose one option. We received a 64% response rate in which Option 2 was most popular, hence we have decided to include the proposals in the parking review for statutory consultation.

Answers to the questions raised.

1. *Please explain where you expect visitors and tradesmen to park when the restrictions apply, bearing in mind that commuters will have occupied all available spaces?*

As the majority of properties along Waldens Park Road have off street parking for more than one vehicle we would like to think visitors and tradesman to be able to use this space in the first instance if no suitable nearby space is available on street.

Tradesman working from a vehicle would be exempt from the restrictions anyway, otherwise a dispensation can be applied for and considered by the enforcing authority (Woking Borough Council) on an individual basis.

2. *Please explain how the proposal will prevent cars parking opposite each other when the restrictions do not apply?*

This proposed scheme will not prevent vehicles parking opposite each other, but it will see the introduction of new double yellow lines and existing ones extended where parking could be a road safety concern.

The most popular option chosen by residents (No.2) was the one that does not prevent double parking along Waldens Park Road. In the responses to the

informal consultation undertaken in January 2017 only one respondent mentioned this.

3. *Please explain how WPR is being treated consistently with other roads where, like WPR, residents do not require on-street parking but a CPZ has been introduced (examples nearby include Horsell Vale, Church Road and Horsell Rise)?*

These three roads have been in the Woking Controlled Zone since its inception in 1988 – 1990. We do not propose to extend the Woking Controlled Zone to include Waldens Park Road because doing so would have a major impact on surrounding roads and we do not believe there is sufficient support to do this.

4. *If, as the parking review suggests, the current proposal would have an effect similar to a CPZ, will it be introduced for similar roads in the existing CPZ?*

There are no plans to change the current restrictions in any roads in the existing CPZ.

5. *Does the committee believe that it is appropriate to effectively impose commuter parking upon a residential road a mile from the town centre when similar roads closer to the town benefit from a CPZ?*

The committee is not imposing commuter parking upon Waldens Park Road. It is a public highway open to all traffic and drivers make their own decisions as to where to park. As the highway authority we are looking to manage commuter parking as best we can, looking at the area as a whole and not just one road in isolation.

6. *Was the displacement effect of the introduction of a CPZ on Lych Way in 2015 properly considered?*

We worked closely with Horsell Village School, as the majority of the parking taking place in Lych Way was school related according to our research. The operational hours of the Lych Way scheme do not clash with school drop off and pick up times to minimise the displacement, this can still take place on this road, and the school has a travel plan to reduce the number of staff vehicles coming to the site.

### **3. Question from Mr John Doran**

Re development in the Town Centre:

- a. Following the new traffic orders for Broadway and High Street can you confirm that it will not be legal to drop off or pick up on the north side of the station?
- b. Following the recent traffic chaos in town does the committee have any comparative year on year numbers for bus patronage? Either actual or, as a proxy, the number of concessionary fares issued.

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

- a. Currently legal drop off and pick up for the station on the north side is only permitted in designated pay and display parking bays and on single yellow lines outside of the restricted "no stopping" times. This area will be replaced with the taxi bays which are being relocated from the High Street on the west side of the station. There will still be available space to drop off and pick up for the station in the designated bays along Chertsey Road and Duke Street. The aim of these proposals is to reduce the congestion in this area of town and to improve bus, cycle and pedestrian flows, as well as enhancing the public realm in this area of town.

The proposals were drawn up for the project at the instruction of Woking Borough Council by the transport consultants employed on the project, Vectos. The proposals went through various consultations including: The planning process; Resident and business consultation in the local area; Road Safety Audits; Police consultation; and Local highways consultation.

The Transport Development Planning Team were responsible for giving technical approval for the plans, and this involved lengthy consultations with internal Surrey County Council colleagues, to include Road Safety Audits, and police consultation. Following all of these consultations, the proposals have been amended along the way to take in various comments.

The area of bus stops 1 to 6 in The Broadway and also the bus "layover" areas in The Broadway and Duke Street have been subject to Bus Stop Clearways, operative 24/7 and allowing only stopping by buses on registered public services (not minibuses belonging to major local employers). Under the new arrangements in The Broadway, these Clearways will continue.

- b. The construction works for this development, and the disruption caused were inevitable, however the long term gain for the bus operators is a bus priority route through the town centre with improved access to the railway station. The bus operators were well aware of this prior to works commencing and negotiations were made through the S106 to mitigate against any patronage loss. The bus patronage figures is something Surrey County Council has discussed with the bus operators previously.

Operators have not yet raised the issue of reduced patronage since the roadworks started in early February. As for the number of concessionary trips made (presumably meaning free travel for the elderly and disabled), it is too early for our consultant who administers the scheme, to be fully in possession of data from the bus companies for February/March. This data will be available by June 2017, but it will be difficult to compare with 2016 data for the same time period as the routes then were served by individual bus companies and they would need to provide historical data for part of the routes in the Woking area. As part of the planning agreement for the Town Centre works, a mechanism was included around monitoring of services and taking action if patronage dropped.

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## **WOKING JOINT COMMITTEE**

**DATE:** 22 MARCH 2017  
**SUBJECT:** WRITTEN MEMBER QUESTIONS  
**DIVISION:** WOKING

### **1. Question from Mr Will Forster, Surrey County Council**

Several local and joint committees in Surrey are working towards a local cycling strategy. Despite the successful Cycle Woking initiative and Local Sustainable Transport Fund scheme, why is the Woking Joint Committee not working on a cycling strategy?

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

Woking has received sustained and significant investment in cycling through both the four year Cycle Woking project and the subsequent Local Sustainable Transport Fund scheme. This has provided Woking with cycling facilities that are far in advance of many other locations in Surrey and for this reason there is no present focus on cycling strategy. However, whilst there is no specific cycling strategy project, Surrey Highways together with Woking Borough Council will continue to consider and implement further improvements for cyclists as appropriate either as specific schemes or as part of development mitigation.

### **2. Question from Mr Will Forster, Surrey County Council**

- a.** I am pleased the County Council has committed to resurfacing Granville Road and Howards Road in my division under the Horizon programme. Please can the Council confirm when these two roads will be resurfaced? However, the Horizon programme also planned to resurface several other roads in my division, including Blanchards Hill, Kingfield Road and Midhope Road. Please can the County Council explain why its resurfacing plans have been cut and scaled down?
- b.** I understand the County Council temporarily postponed resurfacing the road around the Egley Road and Mayford Green roundabout due to conflicting nearby roadworks. Please can the Council state when this resurfacing will now take place?

- c. I am pleased the County Council has committed to resurfacing several pavements in my division under the Pavement Horizon programme this year. Please can the Council confirm when the pavements on Bonsey Lane, Bonners Close, Constitution Hill, Drakes Way, Egley Road and Maple Grove will be resurfaced this year?
- d. Please can the County Council state how many potholes have been reported and fixed in Bonsey Lane in the last two years?

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

- a. Local/Joint Committees were informed at the June 2016 meetings why the Horizon programme was being reviewed countywide and why all schemes could not be funded. The relevant text is included below.

“The original Horizon programme was intended to treat 500kms of roads, but due to individual committees approving programmes for their areas, the programme grew to over 700kms. Also, there is a new Asset Strategy and extension of the highways contracts, both of which will be in place in April 2017. As a result, we will be reassessing all of the remaining Horizon schemes alongside new identified schemes to produce a new five-year programme for roads to start in April 2017.”

SCC face considerable challenges in funding and to maximise grants from central government all programmes across the county are determined in accordance with Asset Management best practice.

Granville Road is not included on the draft Horizon 2 programme uploaded to the member’s portal. This is due to where it was in the prioritisation list and the limited budget available. The 5 year Horizon 2 programme is based on funding levels in the 15 year strategy approved in July 2016. If budgets are reduced then some schemes will wait longer to be delivered.

Howards Road is on Horizon 2 2018 – 21 but we cannot provide any more clarity at this moment until budget details are confirmed.

- b. The resurfacing of Egley Road is now scheduled to be carried out at the start of the 2018/19 programme, as there is presently a conflict with development works which are planned in the area until late summer. Surrey Highways will continue to monitor the condition of Mayford Green roundabout and the approach arms, and attend to any safety related defects that may arise until the resurfacing work is completed.
- c. The Pavement Horizon programme is in the process of being reviewed by the contractor. Currently Maple Grove and Drakes Way have been programmed for the 30/31 March respectively. Constitution Hill is provisionally programmed for 26 May. Bonners Close has been removed as the current condition of the footway makes it unsuitable for surface treatment. The remaining roads are yet to be programmed. It is worth noting that the dates are provisional, as surface treatment schemes are entirely dependent on the weather and therefore the programme is always very fluid and changeable.

As soon as we are advised when the new programme will be in place, we will let you know.

- d. From 2015 to date 31 potholes have been repaired in Bonsey Lane.

### 3. Question from Cllr Ann-Marie Barker, Woking Borough Council

As Project Horizon comes to the end of its 4th year please can the committee tell me:

- What percentage of roads have been resurfaced against the 2013 target?
- Which roads from the original plan have yet to be resurfaced?
- How many claims have been made to the supplier for work on roads that have not met the 10 year standard promised?

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

- 60% of roads across the county have been resurfaced against the 2013 target. In total 250 miles of roads and 40 miles of pavement across Surrey have been resurfaced.
- 486 roads from the original plan have yet to be resurfaced. The original Horizon project was billed as the worst 1000 roads although the planned list was approx. 1150 schemes. The Woking roads from the original plan yet to be resurfaced are as follows:

Borough	Road Name	Road No	Limit (start)	Limit (end)	Length (m)
Woking	Barnby Road	D3626`	Anchor Hill	To End	250
Woking	Bentham Avenue	D3669	Entire Length		210
Woking	Blackmore Crescent	D3668	Albert Drive	Devonshire Ave	850
Woking	Blanchards Hill	D51	Sutton Green Road	Sutherland Avenue	880
Woking	Bunyard Drive	D3669	Entire Length		280
Woking	Chertsey Rd/Martyrs Lane/Guildford Rd R/A	A320	McLaren R/A	Dunford Bridge	500
Woking	Chestnut Grove	D3699	Maple Grove	To End	120
Woking	Chobham Road	C11	Knaphill	Bagshot Road to High Street	400

Woking	Church Road	D3615	St Johns Hill Road	To End	120
Woking	Church Street West	D7281	Goldsworth Road	Victoria Way	140
Woking	Constitution Hill	D3715	Guildford Road	To End	250
Woking	Granville Road	D3700	Westfield Road	End	230
Woking	Hare Hill Close	D3748	Pyrford Road	To End	330
Woking	Harelands R/A	A324	Harelands R/A	All approaches	303
Woking	Hart Road	D7366	Rectory Lane	Church Road	360
Woking	Hermitage Woods Crescent	D3612	Limewood Close	To Nos 81/83	605
Woking	Holly Bank Road	D3682	Hook Heath Road	The Drive	800
Woking	Hook Hill Lane	D361	Mount Close	Railway Bridge	840
Woking	Howards Road	D3717	Elmbridge Lane	Sundridge Road	260
Woking	Inkerman Road	D3606	Hermitage Road	Victoria Road	480
Woking	Kent Road	D3726	Princess Road	Beaufort Road	190
Woking	Kent Road	D3726	Woking	Princess Road to Beaufort Road	190
Woking	Kestrel Way	D7296	Littlewick R/A	End	690
Woking	Kingfield Road	A247	Westfield Avenue	High Street	830
Woking	Lane End Drive	D3620	Cobham Road	End	450
Woking	Magdalen Cr	D3778	Sanway Road	To End	200
Woking	Midhope Road	D3690	Guildford Road	To End	280
Woking	Princess Road	D3728	Maybury Hill	To End	670
Woking	Queen Elizabeth Way	D3716	From no 53	To no 95	510

Woking	Queen Elizabeth Way	D3717	Elmbridge Lane	To End	500
Woking	Rosehill Avenue	D3630	Bullbeggars Lane	Ormonde Road	280
Woking	Sandy Lane	D3732	East Hill	Maybury Hill	650
Woking	Sutton/Batten Avenue (inc. Oakway)	D3613	Copsley Close	To End	500
Woking	Turnoak Lane	D3693	Entire Length		180
Woking	Waldens Park Road	D3633	Bury Lane	Church Hill	330
Woking	Western Avenue	D3793	Long Avenue	To End	200
Woking	Weston Way	D3740	Lincoln Drive	Lovelace Drive	200
Woking	Woodlands Avenue	D3677	Sheerwater Road	Station Road	630

An additional 339 roads were identified this summer as needing major maintenance and the total list of schemes prioritised was 825. Based on predicted budgets in the 15 year Asset Strategy the proposed 5 year Horizon 2 will comprise of approximately 200 schemes.

- c. We have carried out remedial surfacing works on 10 schemes to date from the 4 year Horizon works. Out of these they were mostly isolated areas rather than the whole scheme. Remedial works are identified and undertaken using standard contract specifications. The 10 year warranties are in place from the date of the completion of the works.

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