

**DRAFT**

Minutes of the meeting of the  
**Woking LOCAL COMMITTEE**  
 held at 6.00 pm on 5 March 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 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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**1/14 APOLOGIES FOR ABSENCE [Item 1]**

Apologies were received from Cllr Anne Murray and Mr Colin Kemp. Mr Ben Carasco apologised that he had to leave the meeting early.

**2/14 MINUTES OF PREVIOUS MEETING [Item 2]**

The minutes of the last meeting held on 4 December 2013 were agreed and signed.

**3/14 DECLARATIONS OF INTEREST [Item 3]**

There were no declarations of pecuniary interests.

**4/14 PETITIONS [Item 4]****Petition A: Safe Crossing Outside Horsell C of E Junior School**

Cllr Barker declared a non pecuniary interest in this item.

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In accordance with Standing Order 68, Mrs Michelle Morton presented the following petition on behalf of local residents. A hard copy petition received 424 signatures, together with an e petition of 136 signatures.

Residents are asking for road safety measures outside Horsell C of E Junior School. They requested that Surrey County Council install a pedestrian crossing or employ a lollipop person outside the school, to enable the pupils of the school and their parents and carers, to cross the road outside of the school safely. 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.

Mrs Morton introduced the petition and showed the committee some photographs. Although this site is classified as low risk by the County Council, petitioners feel this site is an accident waiting to happen. She explained that in order to cross the road at peak time in the morning, residents need to step out between queuing traffic. There is less congestion at pick up times, but vehicles travel much faster. Additional issues include poor visibility due to parked cars, keep clear markings not being adhered to and a bend on Meadway Drive which affects visibility. Often it is only possible to cross, when waved out by a driver. Residents need to be far enough forward to check the road is clear, but not far enough forward to be hit if it isn't.

The Chairman invited Duncan Knox, Road Safety Manager, to comment. He confirmed that he had visited the site between 8 and 9am on 27 February 2014. He noted that the existing crossing point is not used by the majority of people which makes Keep Clear Markings redundant and that there are also issues with a parking layby in close proximity. Officers have agreed to use this location as a pilot for the Road Safety Outside Schools Policy assuming its adoption by Cabinet in May. A site visit and report would be completed and brought back to the next local committee, by the Sustainability Community Engagement Team.

Members noted that, if implemented, the new policy will be more flexible and allow schools to employ a school crossing patrol person even if it is a low risk site. They hoped that the policy change would enable this to happen. However, Surrey County Council would not be able to fund this from mainstream funding. The Chairman said that an initial contribution from Members Allocations Funding for the first year would be looked into. It was also suggested that the Horsell Junior School PTA might be able to provide some funding. The road safety policy update will be discussed later in item 11 of this meeting.

Members also commented that other solutions might include a different road surface and advisory signs which could be used to help slow traffic.

### **Petition B: Resurfacing of Grobars Avenue.**

In accordance with Standing Order 68, Mr Paul Whiteman presented the following petition on behalf of local residents. A hard copy petition containing 44 signatures, together with photographs of the street, pavements and side road, was submitted for consideration.

Residents are asking for the following:-

1. A complete resurface of Grobars Avenue including the pavements as these are also in a bad state of repair.
2. The slip road from the roundabout at the end of Grobars Avenue to the garages which are located behind 20 Grobars Avenue

Mr Whiteman introduced the petition and said that the condition of the road surface has been deteriorating over the past few years. It has now become so bad that it has become a real issue for road users, bikes and children. As a result of the poor and uneven road conditions, petitioners believe it is only a matter of time before damage is sustained to a vehicle or a person is injured due to the road surface. Were the road to be resurfaced, residents believe that it will also help to improve the appearance of the area and reduce the likelihood of unwanted vandalism occurring. Mr Whiteman asked why Grobars Avenue was not done at the same time as nearby Hammond Road.

The Chairman invited Andrew Milne, North West Area Highways Manager, to respond. He explained that the condition of Grobars Avenue has been assessed following the receipt of the petition. The carriageway is constructed of concrete and has been treated with a thin asphalt surface in the past. Although the asphalt surface has deteriorated and looks untidy, the road is in a generally sound condition and no safety defects have been noted. As it is not subject to through traffic, further deterioration of the surface is likely to be minimal and resurfacing work would not be recommended at this time.

Grobars Avenue is inspected on an annual basis, and so the condition of the carriageway and footpaths will be reviewed in a year's time. Funding for resurfacing would be considered depending upon condition in relation to other roads within the borough. If residents are concerned about any specific safety related defects in the meantime, it is recommended that these are raised with Surrey Highways through the reporting system on the website. The Woking Local Committee nominate local priorities on an annual basis and it was suggested that residents follow this up with the local county councillor, Colin Kemp.

#### **5/14 WRITTEN PUBLIC QUESTIONS [Item 5]**

Three 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 Metcalf asked for clear labelling to be given at the pump to make public aware that petrol which contains 5% ethanol is safe, and to the dangers regarding petrol with 10% ethanol.

**Question 2:** Mr Hefford said he was advised by a local resident that there is a box alongside public footpath 19 which runs between Brewery Road and Horsell Park which counts the traffic on this path but only on the footpath side - is this true and if so why? A response would be given outside the meeting.

**Question 3:** Mr Simmons asked a supplementary question as part of the Open Public Question session. See Annex 1.

**6/14 WRITTEN MEMBERS 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. One supplementary question was raised which is recorded below.

**Question 2:** Cllr Barker asked if the reason why potholes keep needing to be refilled is to do with surface water.

In response it was noted that there has been a doubling of safety defects in a three month period over this winter. It has not been possible to carry out first time repairs properly, so the contractor has had to make temporary repairs in the interim.

**7/14 SURREY TRADING STANDARDS WORK IN WOKING 2013 [Item 7]**

Philippa Hatley introduced the report which provided an update on Surrey Trading Standards work affecting Woking borough in 2013/14. Members were invited to provide feedback to help enhance local understanding and Trading Standards' response to local needs and issues. Members thanked Ms Hatley for such an informative report and the particular focus on Woking.

**Member comments/responses**

- Members asked if test purchasing activity for underage sales on retail premises could be conducted in Woking. There are a number of new shops in and around Knaphill where alcohol is on sale. Test purchasing takes place following the receipt of local intelligence, if residents have information on particular premises, they should contact Citizens Advice Consumer Service on 08454 040506.
- Scam mail is a crime, anyone aware of this type of mail can notify Citizens Advice on the above number.
- The Buy With Confidence scheme of approved suppliers could be recommended to victims of recent flooding.
- Officers are aware of and are looking into online scams to do with prepayment of passport applications, driving licences and similar scams.
- To help avoid receiving telephone calls on potential scams, public can register with the telephone preference service or opt out when signing up to the electoral register. They can also notify Citizens Advice Consumer Services.
- Ms Hatley agreed to provide Mr Wilson with further information on enforcement powers to protect livestock on farms.
- Ms Hatley agreed to pass on member comments that no cold calling stickers could be changed annually to ensure that they stay fresh and appealing.
- There will be some further work with the illegal money lending team regarding specific 'hotspots' for loan shark activity in the Woking area in the future. Members of the public can use the following contacts to report activity via the 24/7 confidential hotline on 0300 555 2222, text to LOAN SHARK on 60003 or log on to [www.gov.uk/report-loan-shark](http://www.gov.uk/report-loan-shark).
- The possible move to join forces with Buckinghamshire to run a joint Trading Standards Service might enable both organisations to pool resources and reduce costs. Options and details are still be explored.

**RESOLVED**

The Local Committee Woking agreed to note the content of the report .

**8/14 HIGHWAYS UPDATE [Item 8]**

Andrew Milne introduced the report which updated on the progress of highways, developer funded schemes and revenue funded works for the 2013/14 financial year.

**Member comments:**

- Mr Milne agreed to circulate the priority list for drainage and ditching to all members. He noted that the unprecedented amount of rain this winter would mean the need to increase expenditure on drainage and ditching in the next financial year, 2014/15. Members raised particular concerns regarding flooding around the junction improvements between Woodham Lane and Martyrs Lane, two big areas of Lockfield Drive and Blackhorse Road.
- Members asked for further information regarding how the revised ITS budget for Lockfield Drive and Well Lane of £35,000 breaks down. It was confirmed that design costs are included in this figure, Mr Milne will forward a full breakdown to Cllr Branagan, Cllr Cross and Mr Hussain.
- Mr Carasco raised concerns on behalf of the residents of Arnold Road about changes to signs and markings on the road which appear to have been placed without due process and consultation. These concerns will be passed on to the parking team to provide a written response.
- Mr Milne agreed to provide Mr Hussain with clarification as to why Woodside Close was cancelled in the capital maintenance programme and signage was still in place.

**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 in June 2014.

**9/14 ALBERT DRIVE - CHANGES TO TRAFFIC CALMING [Item 9]**

Andrew Milne introduced this report. Statutory consultation has been carried out for the design of traffic calming along Albert Drive. Comments were received that necessitated the re-design of parts of the scheme. The changes to the traffic calming are such that it will be necessary to re-advertise them. These changes also require the relocation of a bus stop, and it is expected that some Local Sustainable Transport Fund bus corridor improvements can be implemented along the section of Albert Drive ahead of similar work elsewhere along the road. The opportunity is also being taken to propose a

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reduction of the existing 18T weight limit to 7.5T, which is more usual for an environmental limit.

All members agreed to the amendment proposed by Mrs Bowes to (iv) of the recommendations below. It was proposed that officers consult with the Divisional Member regarding any further changes to the proposals for the position of traffic calming features before re-advertising.

### **RESOLVED**

The Local Committee (Woking) agreed to:

- (i) Approve the proposals for Albert Drive as indicated on the plan at Annex A and the advertising of the intention to introduce vertical traffic calming features on the highway in accordance with Section 90, (a) to (i) inclusive of the Highways Act 1980.
- (ii) Approve the reduction of the existing 18T weight limit to 7.5T and that this is advertised in accordance with the Road Traffic Regulation Act 1984.
- (iii) Any objections to these proposals be considered by the Area Team Manager in consultation with the Local Committee Chairman and Divisional Member.
- (iv) If any further changes be required to the position of the traffic calming features that would need to be re-advertised, the Committee is happy for officers to progress this without seeking further approval, in consultation with the Divisional Member.

### **10/14 OPERATION HORIZON 5 YEAR CARRIAGEWAY MAINTENANCE PLAN [Item 10]**

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

Andrew Milne introduced this report which updated on the progress made in the first year of the five year carriageway investment maintenance programme and the supporting surface treatment programme of roads in Woking. Annex 1 sets out any changes to the year one programme and the proposed Operation Horizon roads for year two (financial year 2014-15) along with the remaining approved roads to be completed in years three to five (2015-18).

#### **Member comments:**

Members raised the following requests regarding specific roads. Mr Milne agreed that responses would be provided outside of the meeting.

- Dates for resurfacing of Queens Road, Ellis Farm Close, Basset Road to be confirmed.
- Hook Heath Rd - needs to be moved to Woking South West (not South East). Asked for confirmation when work will be completed.
- Lockfield Drive – as it is a major route into Woking, requested clarification as to why it was in years 3 - 5 and not sooner and why some of the roads off it, which were in need of resurfacing, were not included.
- Kestrel Way - this road leads to an industrial estate so why is this on the programme.

- High Street - why is this included in the programme when the whole area is up for review with the redevelopment of Victoria Square.
- Arthurs Bridge Road and Thornash Road – these roads were agreed as priority schemes but have not been included in the schedule.
- Devonshire and Dartmouth Avenue – asked for confirmation regarding what had been previously agreed regarding these roads.
- Old Woking Road – asked if the highways team could inspect the whole road as the surface treatment defects are now wider than just the section between Sheerwater Road and Blackdown Road listed.

Members asked if officers could be invited to a future informal meeting of the local committee to review the full programme for year 2 and more detail for years 3 - 5.

### **RESOLVED**

The Local Committee (Woking) agreed to note:

- (i) The success of the countywide 5-year programme in year one
- (ii) The progress of Operation Horizon roads, Surface Treatment roads, and changes in year one in Woking in Annex 1.
- (iii) The proposed programme of Operation Horizon roads for Woking for year two (2014/15) and the remaining approved roads to be undertaken in years three to five (2015-2018) listed in Annex 1.

### **11/14 ROAD SAFETY POLICY UPDATE [Item 11]**

Duncan Knox introduced the report which outlined the updates to the county council policy on setting local speed limits and a new draft policy to address road safety outside schools, including school crossing patrols. He invited members to comment on the policies in advance of them going to Surrey County Council Cabinet in April/May 2014 for final approval and introduced Rebecca Harrison from the sustainability team.

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

- Overall members were positive about the new policy recommendations.
- Members felt the tables to show predicted change in mean speeds following a change in speed limit on page 81, were very useful.
- They were happy with the approach outlined in the policy that each site should be considered on its own merits.
- Members asked for clarification regarding 2.15. Officers confirmed where schools currently have patrol officers on crossings, no action will be taken. When that person retires or moves on, then a new risk assessment will be carried out.
- Members asked how easy it was to recruit school crossing patrol officers. Officers confirmed that they have been running with 15 vacancies for the 87 positions across the county. Posts are advertised on the SCC website, and also include parent mail drops and advertising on school websites.
- Members asked officers to proactively work alongside local schools to identify areas where parents can safely drop off and reduce congestion outside schools. It was noted that at Winston Churchill School there are two bus stops in close proximity, leading to congestion. Mr Hussain suggested that a cycle lane on Amstel Way which is hardly used and Sussex Road, might be used to ease congestion at peak school times.



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Officers confirmed that reducing congestion should be covered as part of school travel plans.

- Further clarification was requested, regarding the process as to how long it would take to put in place a 20mph zone.
- In Mole Valley some advisory 20mph zones have been introduced outside urban and rural schools, officers are awaiting the results of the follow up speed surveys in order to assess how these pilot projects have been working.
- There is no central SCC money available to fund the introduction of new speed limits outside schools, money would need to come from the local committee ITS highways budget.
- Members requested that once the policy has cabinet approval, they could nominate particular sites to act as pilots for Woking. Each site will be different so it is hard to predict a cost for a new speed limit using signs alone, but it could be anything between £5,000 to £20,000 depending on the length of road and the amount of signing required. A traffic calming scheme could be a lot more, but it will depend upon the size.
- It was agreed that Mr Knox and Miss Harrison will be invited to a future private meeting to review potential sites in advance of the next financial year. These would then need to be incorporated into the highways forward programme for 2014-15.

### **RESOLVED**

The Local Committee (Woking) agreed to:

- (i) Review and provide comments on the draft policies.

### **12/14 LOCAL SUSTAINABLE TRANSPORT FUND (WOKING) AND CYCLE WOKING FINANCE [Item 12]**

Paul Fishwick and Lesley Harding introduced the report. Mr Fishwick outlined how the transfer of the funding for the Woking station cycle storage will enable the scheme to be progressed quickly without the loss of third party funding and should be completed by end March 2014. He updated that the LSTF capital programme had been suspended until April 2014 as a result of the severe weather which has meant deploying highways resources to tackle flood related issues.

Members proposed an additional resolution (iii) that the remaining funding from 'Cycle Woking' of £200,000 be considered through the approved procedures. Mr Fishwick explained that an officer group, the Infrastructure Delivery Group, would meet to agree how any outstanding funding should be spent. Members asked if they could input recommendations for schemes they would like the money spent on. It was agreed that Mr Fishwick would attend a future informal meeting of the Local Committee to discuss member recommendations which would then be put forward to the IDG for consideration.

Mrs Harding explained how the processes for the Travel SMART Community funding programme have been tightened up. Members of the LSTF Task Group confirmed they were now happy with the checks and balances in place at its meeting on 12 February 2014. The Local Committee welcomed the



changes and asked that an update on what outputs had been achieved by the projects come to a future Local Committee meeting.

**RESOLVED**

The Local Committee (Woking) agreed:

- (i) To note the transfer of £100,000 of 'Cycle Woking match funding' to the Woking station cycle scheme.
- (ii) To note the processes put in place for the Travel SMART Community Funding Programme
- (iii) The remaining funding from 'Cycle Woking' of £200,000 is considered through the approved procedures.

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

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.

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.

**14/14 FORWARD PROGRAMME [Item 14]**

**RESOLVED**

The Local Committee (Woking) agreed to note the report with the addition of the following item:

1. Add a report on Health and Wellbeing in June.

Meeting ended at: 9.15 pm

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**Chairman**

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## Notes from Public Engagement Meeting

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

#### **Question 1: Mr Godfrey Chapples, Byfleet, West Byfleet and Pyrford Residents Association**

The A245 Parvis Road continues to experience an undue amount of puddling/flooding along the section between Green Lane and the roundabout leading to Byfleet Road/Weybridge. This should have a priority attention please?

Richard Wilson advised that he was in discussion with the Surrey County Council wet spots team regarding the issue of ponding on this section of the A245 Parvis Road and that he understood it was on a priority list for investment over the next five years.

#### **Question 2: Mr Godfrey Chapples**

Of vital local, regional and national importance is the need to obtain funding for flood alleviation, flood defences and flood repairs. Although funds can be drawn down from the European Solidarity Fund this is not being actioned by UK Central Government. Please do your very best to ensure this matter is covered swiftly for Surrey.

A written answer would be supplied outside of the meeting.

#### **Question 3: Ken Simmons**

Mr Simmons asked a supplementary question following the receipt of an answer to his formal written public question (number 3): The lamppost is still screened by foliage blocking the light on the East side. He has submitted photographs.

The chairman agreed that this would be followed up outside the meeting.

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**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (WOKING)**

**DATE: 5 MARCH 2014**

**SUBJECT: WRITTEN PUBLIC QUESTIONS**

**DIVISION: WOKING**



**1. Question from Tony Metcalf**

What steps are in hand to ensure that the public are warned at the pump when they purchase petrol or diesel laced with 10% ethanol? If they have a vehicle that is more than 5 years old they will be aware of the hazards 10% ethanol can cause to their fuel system and engine.

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

The Renewable Transport Fuels Obligation Order 2007 placed a duty on fuel suppliers to use a percentage of renewable fuels in their products. This is currently 5% (E5) of Ethanol in Petrol and 7% of FAME (Fatty-Acid Methyl Ester) in Diesel. There is a requirement under amended legislation that this amount increase to 10% Ethanol (E10) by 2020. Government, in a recent consultation (which can be supplied if required), suggested that it is believed that approximately 12% of the current UK Car Fleet, is either incompatible with this amount of Ethanol (E10) or that the compatibility is unknown.

The current requirement for information to display on the pump includes a number of requirements such as the price, the amount of fuel dispensed, the grade (Usually either unleaded or super in the case of petrol) and to quote the European Standard that the fuel meets (EN228 Automotive Fuels: Petrol, in the case of the question). Currently where fuels contain more than 7% of renewable fuels, they must be labelled as "Contains Biofuel, not suitable for all vehicles".

The government recently introduced the Motor Fuel (Composition and Content) (Amendment) Order 2013, which requires that super unleaded fuels remain at 5% Ethanol content (E5) until the 1 January 2017. It is not yet clear what will be the case with the more popular standard unleaded product. It will be a commercial decision for the various fuel suppliers to decide if and when they introduce an E10 grade between now and 1 January 2017. Should this be introduced, it is likely that labelling to show the higher level of Ethanol would be introduced by new legislation if such labelling was not required by current legislation. This would remain the case, at least until all petrol grades become E10.

## **2. Question from Peter Hefford**

I wrote to Surrey County Council last year asking why the above-mentioned footpath was not completed at the Horsell Park end. Their reply (ref. MG55057324 dated 16 December 2013) from Matt Borrie stated that the unmade section is private and not maintained by Surrey Highways. The narrow tarmac section is due for repair.

The tarmac section is mainly used by pedestrians and the unmade section by cyclists. Both are hazardous during the winter and an eyesore always. How can the ownership of the mud be established and the nice wide footpath be taken through to Horsell Park.

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

Public Footpath 19 Woking runs in part between Brewery Road and Horsell Park. As such the county council as Highway Authority has a vested interest in the surface of the legal width of the footpath. In this case the tarmac section which has a recorded width of 1.8m. The Countryside Access team manage the public footpath and although recognise the value of the route do not have funding for carrying out such improvement works. It may be possible to secure planning/ development monies to surface the 1.8 m width and they will put this project forward for any suitable funding. To surface the additional 'muddy' width would require the permission of the landowner. Our initial investigations show that this land is unregistered and with no obvious owner. We would therefore need to take legal advice as to how we may surface the full width, if any funding became available.

## **3. Question from Mr K Simmons**

Further to the request in the "Horsell Residences' Association" please will arrange for the following points to be put to SCC Local Committee, on the 5<sup>th</sup> of March 2014.

Reference the first new lamp post in Wheatsheaf Close from the Chobham Road. Please will you ask for a review in relationship to the shading of the light due to tree foliage. The first two attempts of clipping the twigs have extended the beam by a few degrees. However the major problem is a bough of a bough 12 inches in diameter that requires a chain saw. The problem of the reduced beam is that one is unable to see and avoid the large puddles that exist on the walk way.

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

There is a need to establish a reasonable balance between allowing light from streetlights to fall on the public highway, and retaining the green and leafy character of many of our roads. This balance needs to take into account factors such as the likely level of pedestrian and vehicular use, and also the character of the road itself. In the case of Column 1, which is located in Wheatsheaf Close, Woking, allowing full dispersal of light would require the loss of significant amounts of vegetation, both from public highway maintained trees, and also those located on private property. Having assessed this site, it is not considered practical to achieve full dispersal. However, the vegetation in the immediate vicinity of the column is overhanging from private property, and Surrey Highways will take the matter up with the property owner to ensure that this vegetation is trimmed back, so that dispersal of light from this column is improved.

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (WOKING)

DATE: 5 MARCH 2014

SUBJECT: WRITTEN MEMBER QUESTIONS

DIVISION: WOKING



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

I have recently had experience of a pothole in my ward that was filled three times over a six week period. Please can I be informed ...

- a. How often have potholes in Woking had to be filled on multiple occasions
  - i. In the last 6 months
  - ii. In the last year
  - iii. In the last 3 years
- b. Is the local taxpayer meeting the cost of this repeat work?
- c. What is going wrong with the process for filling potholes?

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

No information is available to confirm the number of potholes that have been repaired on more than one occasion. The contract for repair of safety defects is based on a lump sum payment, which means that the contractor is paid a fixed sum of money to repair safety defects, however many there are, or how ever often they require repair. This gives the contractor a clear contractual incentive to ensure that defects are repaired correctly on the first occasion.

However, the weather over the Winter period has caused extensive damage to the public highway, and the increase in the number of safety defects appearing on the network has put considerable strain on our contractors resources. To put this in context, over the period of December, January and February of 2012/13, 10,927 safety defects were reported for repair. Over the same period in 2013/14, 21,291 defects have been reported. This is a doubling of demand on our contractor, and this has meant that in many circumstances the contractor has had to undertake temporary rather than permanent repairs, as the priority has to be maintaining the public highway in a safe condition. Prolonged rainfall has resulted in road surfaces being wet for extended periods of time, and repairs carried out under such conditions tend not to last as well as repairs carried out when weather conditions are ideal.

If there are concerns about the repair of any particular safety defect, or the quality of work carried out by our contractor, I would advise that this is raised with Surrey Highways so that this can be investigated and responded to.



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

How many schools in the following areas have current Travel Plans in place for staff, parents and visitors?

- a. Horsell
- b. Woking Borough

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

Every school in Woking had a travel plan prior to the grant for their submission being stopped in 2010 (this includes Horsell). It is now the schools' responsibility to keep this updated. All travel plans cover pupils, teachers and visitors.

At present the Community Engagement team are focusing on the Travel Plans for schools that are expanding due to the expansion programme being run in Woking this includes Beaufort, Brookwood, Goldsworth, Westfield and West Byfleet Infants and Juniors.