

DRAFT

Minutes of the meeting of the
Woking JOINT COMMITTEE
 held at 6.00 pm on 4 March 2015
 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

Notes from Chairman and open public question set out in Annex 1**1/15 APOLOGIES FOR ABSENCE [Item 1]**

There were no apologies for absence.

2/15 MINUTES OF PREVIOUS MEETING [Item 2]

The minutes of the last meeting held on 3 December 2014 were agreed and signed.

3/15 DECLARATIONS OF INTEREST [Item 3]

There were no declarations of interest.

4/15 PETITIONS [Item 4]

There was one petition received under Standing Order 14.1 about timing of roadworks along Parvis Road and Byfleet Road. The wording of the petition and the response is annexed to these minutes.

ITEM 2

The petitioner was not present and the response was noted.

5/15 WRITTEN PUBLIC QUESTIONS [Item 5]

One public question was received and tabled. A copy of the question and answer is annexed to these minutes. The supplementary question and response is recorded below.

Mr Stubbs questioned the age of the data used in the response, and asked that if another consultation on the bus bollards was to be undertaken, whether it would be possible to include a consultation on the crossing at the same time.

In response it was noted that the answer provided was not solely based on figures from 2006, but current conditions and desire lines were also taken into account. If the consultation on the bollards was to be undertaken, then it might be possible to include the consultation on a crossing.

6/15 WRITTEN MEMBER QUESTIONS [Item 6]

Six member questions were received and tabled and are annexed to these minutes. The supplementary question and response is set out below.

Cllr Kingsbury asked when the subsidence would be repaired.

In response it was noted that the previous water leak may still be an issue and it has been reported to the Streetworks Team. It is not possible to give a firm commitment for timescales, but in the meantime it will continue to be inspected for any safety issues.

7/15 INTEGRATED YOUTH STRATEGY FOR WOKING (EXECUTIVE FUNCTION) [Item 7]

Mrs Bowes welcomed the young people to the meeting.

Mr Kemp introduced the report and thanked the officers and young people for the part they played in putting the strategy, which will lay the foundation for future youth work in Woking, together. Officers added that the action plan was a starting point, and the scope of it will continue to develop working in partnership for the benefit of young people in Woking.

Member comments:

Members welcomed the report and made the following comments:

- This is ground breaking work in Woking, which is setting an example for the rest of the County.
- In response to a question on whether more could be done on volunteering and timebanking in secondary schools, it was noted that this is included within the Health and Wellbeing Action Plan and would be linked across to this strategy.
- Officers confirmed that links are made with neighbouring authorities to ensure those that live in the borough but go to school out of the borough do not miss out.
- Provision can now be offered in Knaphill at the Woking Youth Arts Centre for a few sessions a week.

- The groups supporting the work of the action plan are still being formed and an update can be provided at a future meeting.

RESOLVED

Woking Joint Committee:

- (i) Approved the Integrated Youth Strategy for Woking and associated Action Plan
- (ii) Noted that a Joint Working Group will be established (reporting to the Youth Task Group) to oversee the delivery and ongoing monitoring and development of the Action Plan and,
- (iii) Noted that an annual report be considered by the Joint Committee on delivery and proposed / amended future priorities and actions arising therefrom.

8/15 LOCAL PREVENTION YOUTH TASK GROUP RECOMMENDATIONS (EXECUTIVE FUNCTION) [Item 8]

Mr Kemp introduced the report which set out the Youth Task Group's recommendations for the award of Local Prevention One to One Early Help contract and Neighbourhood grants in Woking, which aim to prevent young people becoming Not in Education, Employment or Training.

Young people comments:

- In response to a question on how much budget is allocated to different youth centres in Woking, it was noted that this would be fed back outside the meeting to the Youth Council and the Youth Collective.

Member comments:

- There had been a large improvement in the number of bids received for the commissions.
- The list of priorities and neighbourhoods are not in an priority order. The Youth Task Group will have an input into the needs and priorities co-ordinated by Jeff Papworth. This will enable the contracts to be flexible.
- Bidders were aware of the potential 20% cuts, and built the effects of the possible cut into their presentations to the Youth Task Group.
- The Youth Task Group would provide regular scrutiny to the contracts and there will be both an annual and mid term report to the Joint Committee.

RESOLVED

Woking Joint Committee:

- (i) Approved the Youth Task Group recommendation to award a contract for a 36 month period for One to One Work from 01 September 2015 to Surrey Care Trust for the value of £50,000 per annum (subject to future changes in SYP budgets). Within the contract there is the opportunity to extend the service for further two years, subject to budget changes, provider performance and any changes in the needs of young people.

ITEM 2

- (ii) Approved the Youth Task Group recommendation to award a grant for a 36 month period for Neighbourhood Work from 01 September 2015 to Eikon for the value of £55,000 per annum (subject to future changes in SYP budgets) .Within this grant agreement there is the opportunity to extend the service for further two years, subject to budget changes, provider performance and any changes in the needs of young people.

9/15 SUB-COMMITTEE UPDATE (SERVICE MONITORING AND ISSUES OF LOCAL CONCERN) [Item 9]

Cllr Hunwicks updated the committee on the work of the Community Safety Sub-Committee and the Health and Wellbeing Sub-Committee, which were established in June 2014.

It was noted that the Health and Wellbeing Sub-Committee had now met twice, and in addition to the six priorities set out in the report, the following two had also been added:

- Involvement in new/changed ways of health and social care delivery at a local level.
- Joint communications and campaigns.

The Community Safety Sub-Committee met for the first time in November. Inspector Heather updated the committee on the latest crime statistics for the borough.

Public comments:

- Thanks were noted for Sgt Lee and his team for their work in Knaphill. Knaphill Residents Association offered to use its communication networks to help the Police communicate any issues with local residents.

Member comments:

- Child Sexual Exploitation (CSE) is a key priority for the coming year – the event on 18 March at HG Wells was noted. Members asked about the evidence for CSE taking place in Woking.
- The Police are not aware that extremism is an issue in Woking schools, but if any concerns are reported they are raised with the relevant people.
- Chertsey Road is closed on a Friday and Saturday night for public safety reasons. This has had a very positive impact on issues within the town centre.
- Some work is being carried out with the Mosque to try and gain confidence with the Asian community and increase reporting of crimes.
- The detection rate for the 3259 crimes was requested – this would be provided outside the meeting.
- Cllr Chrystie requested an update on cyber crime, which would be given outside the meeting,

RESOLVED

Woking Joint Committee noted:

- (i) The work carried out under the Community Safety Sub-Committee and the Health and Wellbeing Sub-Committee.

10/15 HIGHWAYS UPDATE (EXECUTIVE FUNCTION) [Item 10]

Andrew Milne introduced the report, which updated the committee on the highways schemes within the borough, and set out proposals for the use of the parking surplus monies.

Member comments:

- The parking surplus proposed to be used for parking controls would be agreed with the divisional member, and could be reported to the Joint Committee if members requested.
- Confirmation was asked as to when Littlewick Road past Shores Road would be resurfaced. This would be responded to outside the meeting.
- Parking on verges are looked at on a case by case basis.
- Officers will confirm outside the meeting whether the funding for Rive ditch has been paid over to Runnymede Borough Council.

RESOLVED

Woking Joint Committee:

- (i) Noted the progress with ITS highways and developer funded schemes, and revenue funded works for the 2014/15 financial year
- (ii) Noted progress with budget expenditure
- (iii) Noted that a further Highways Update will be brought to the next meeting of this Committee.
- (iv) Agreed the use of Parking surplus monies as set out in paragraph 2.7

11/15 A322 STUDY UPDATE (SERVICE MONITORING AND ISSUES OF LOCAL CONCERN) [Item 11]

Cllr Kingsbury introduced the report on behalf of Ray Morgan, which gave an update on the A322 study.

Public comments:

- The proposals may help traffic flow on the A324 rather than the A322
- 700 new houses between the crossroads and Gordons School need to be taken into account
- It would be useful to discuss the issue alongside the discussion on air quality in Knaphill, and the potential impact on traffic on the A322 if the Vyne bollards were left down

Member comments:

- It would be useful to have a joined up approach with Guildford and Surrey Heath
- Would question the benefit of a right turn out of Cemetery Pales.
- The Sparvell Road area needs addressing.
- The Chairman requested a further update at the June Committee meeting, which was seconded by Mr Kemp and agreed by the committee.

RESOLVED

Woking Joint Committee noted the update and requested a further update at the June 2015 meeting.

12/15 WOKING TOWN CENTRE MANAGEMENT AGREEMENT - UPDATE 2015 (EXECUTIVE FUNCTION) [Item 12]

Geoff McManus introduced the report which updated the committee on progress made under the Woking Town Centre Management Agreement.

Member comments:

- It was noted that there should be similar or slightly increased surplus available to the Joint Committee next year.
- A request was made to look at signage outside Cafe Americano which directs people to the old market. Another sign could be useful in Gloucester Walk or by the new toilets.
- Members requested an update on cycling through the town centre at the next informal meeting in April 2015.

RESOLVED

Woking Joint Committee noted the report.

13/15 LOCAL SUSTAINABLE TRANSPORT FUND - WOKING AREA (EXECUTIVE FUNCTION) [Item 13]

Paul Fishwick introduced the report which updated the committee on the remaining LSTF budget. An updated Annex A to the report was tabled and is attached to these minutes as Annex 5. Members noted that due to a budget overspend across the whole of the LSTF budget, it was unlikely that any of the schemes set out in Annexes B-F would be implemented.

Public comments:

- The Real Time Traffic Information system at Knaphill outside Tesco's is not working and is stuck on 18.25.

Member comments:

- Could officers confirm outside the meeting the latest update on the cycle stand at West Byfleet station.
- The community funding in Maybury and Sheerwater is continuing to be monitored.
- The Chairman requested a final LSTF report at a future meeting – this was seconded by Mr Wilson and agreed by the committee.

RESOLVED

Woking Joint Committee:

- (i) Noted the updated LSTF (Woking) capital programme for the remainder of 2014/15 (annex A tabled update).

- (ii) Noted the projects presented to the member LSTF Task Group and agreed under delegated authority (annexes B to F), but further noted that these projects are now unlikely to proceed due to budget overspend across the whole LSTF budget.
- (iii) Requested that the final completed LSTF budget report is presented to the June 2015 meeting.

14/15 FORWARD PROGRAMME (FOR INFORMATION) [Item 14]

Member comments:

A email update on Ride 100 was requested outside the meeting.

RESOLVED

Woking Joint Committee noted the report with the addition of an update report on the A322 study.

Meeting ended at: 8.55 pm

Chairman

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Notes from Chairman and open public questions

The Chairman noted the following updates:

- Responses have now been received from the NW Surrey CCG and NHS England to the petition received back in September on health facilities in Byfleet. The responses are unacceptable for the people of Byfleet and Members will try and pursue the issue.
- Following the report on Air Quality in Knaphill back in June, it has now been agreed that this junction will be upgraded to a MOVA system, and an update on timing will be brought to the June meeting.
- Woking Borough Council is running a shuttle service from Westfield to the town centre on a Wednesday and Friday until the Vicarage Road works are complete.

Question 1: Mrs Kirsten Platz

Could a crossing be provided at Maybury Hill, and can the committee explain why there are 5/6 crossings in the road leading up to Maybury Hill but none on the road itself.

Andrew Milne noted that a previous written response has been give to Mrs Platz. Schemes have to be prioritised according to public safety, accessibility, environment etc, and this scheme would not be prioritised against other needs within the borough. A signalised crossing would cost in the region of £120k, which would be the majority of the capital monies available to the committee in any financial year. Officers would provide a response outside the meeting regarding the history and makeup of the crossings leading up to Maybury Hill.

Question 2: Cllr Melanie Whitehand

Following the Brookwood School expansion not going ahead, why does Sparvell Road still need to be used as an access route to Brookwood Farm - this was not part of the original planning application and got added in with the school development?

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

Question 3: Cllr Melanie Whitehand

The bus bollards at The Vyne are not working again. Can a formal decision be made on reinstatement, or should they be left down?

Andrew Milne explained that a new data cable was laid to enable remote monitoring, but this affected the loops. Arrangements are being made to get the bollards working again.

The Chairman asked for a letter to be sent on behalf of the Joint Committee asking for an update on the issue.

ITEM 2

A discussion was held on whether there is a need for a further consultation on whether the bollards are still required. Cllr Kingsbury agreed to circulate a copy of the original agreement for the bollards to members of the committee.



WOKING JOINT COMMITTEE

DATE: 4 MARCH 2015

LEAD OFFICER: KEVIN ORLEDGE, STREETWORKS MANAGER

SUBJECT: PETITION – PARVIS ROAD/BYFLEET ROAD

DIVISION: THE BYFLEETS

SUMMARY OF ISSUE:

1.1 A petition containing 83 signatures has been submitted for consideration at both the Elmbridge Local Committee and the Woking Joint Committee.

Wording of the petition:

1.2 Travelling from Byfleet Road to the Painshill junction with the A3 and the other way towards West Byfleet along Parvis Road has become a nightmare on a regular basis due to road works. We ask Surrey County Council to restrict all non emergency work to between 10pm and 5am on this very busy route.

BACKGROUND

2.1 The A245 Parvis Road extends from its junction in the centre of West Byfleet with the Old Woking Road to the roundabout junction with the Byfleet Road and Brooklands Road, a distance of approximately 1.4 miles.

The A245 Byfleet Road extends from the junction with the Parvis Road through to the Painshill Roundabout junction with the A3 trunk road. A distance of approximately 1.6 miles.

Both roads are defined as 'Traffic Sensitive' under the Department for Transport (DfT) classification between the hours of 06:30 to 09:30 and 16:00 to 18:30. These are periods when works that disrupt traffic flows will have the greatest adverse effect.

The roads have high significance in the Surrey road network being prime routes servicing the A3 and M25 and also the commerce area of Brooklands as well as being through routes connecting the towns of Woking, Weybridge Cobham and Esher and locations further afield.

Residential areas, whilst in most cases not considered dense, exist at various locations along the length of the road.

- 2.2 Works on the highway take many forms from general street cleansing to works requiring excavations and major changes to road layouts. The type of works will dictate the type of traffic management necessary and the ability to confine activities to less busy or “off peak” periods.

The necessity for any traffic management and the layout of the traffic management is defined in the New Roads and Street Works Act 1991. Works on streets of 50 mph restriction and below being covered by the publication “Safety at Street Works and Road Works”.

Legislation dictates that it is compulsory that this document is followed for all works defined as Street Works (generally understood to be works by utility companies such as gas, water electric or telecom) and Works for Road Purposes (road repairs and improvement by the highway authority).

The type of traffic management (portable traffic signals, stop and go boards, road closure, give and take, priority working, etc.) dictates the effect on traffic movements and combined with traffic flows, the disruption levels.

RESPONSE

- 3.1 No advantage would be gained by limiting the time periods in which works that do not require any traffic management and hence do not interfere with vehicle movements, could be undertaken.

- 3.2 In limiting works that do have an effect on traffic flows to off peak periods, such as over night, consideration has to be given to the ability of the works and the associated traffic management to be cleared from the carriageway during other hours to restore the road to full use.

In the case of excavation works by utility companies, this is generally not practicable with most services (pipes, ducts, cables, etc,) being 1 metre or more sub surface.

- 3.3 Works on the highway are by their nature hazardous. Safety of both site operatives and the general public is paramount at all times. To be able to undertake works during periods of darkness artificial lighting is necessary. This creates issues with both shadows and moving between lit and non lit areas particularly when working in excavations. Surrey County Council would not instruct works to be undertaken using a methodology that puts operatives at a higher level of risk to personal injury.

Environmental issues of both noise and light pollution from night works require specific approval from the local Environmental Health (EH) authority. Experience indicates the EH authority will bias any decision in favour of residents over the travelling public.

- 3.4 Surrey County Council welcomes the use of innovative techniques and other methods by which the road can be fully available to traffic at peak periods.

On occasions plating of excavations can be considered however road plates have a maximum speed over of 10mph which if exceeded can create a hazardous situation. Road plates would not be suitable for a road such as the Parvis Road or the Byfleet Road.

Techniques such as insertion, pipe bursting and directional drilling are encouraged where ground conditions and existing services allow.

- 3.5 Wherever works type and safety factors allow, Surrey County Council will instruct works on any street defined as traffic sensitive in the Surrey highway network that uses positive stop traffic management such as temporary traffic signals to be undertaken outside of the Traffic Sensitive' times.

An example of this being recent works in Copsem Lane, Oxshott, (a main M25 A3 link) where Sutton and East Surrey Water were instructed to only work between the hours of 09:30 and 15:30 Monday to Friday with the road returned to full use outside of these hours.

- 3.6 Where works that have the potential of creating significant traffic disruption are unavoidable, Surrey County Council will instruct the works promoter to work extended hours, most usually 07:00 to 19:00 (light permitting) and also to work the weekend period provided EH authority approval is gained.

- 3.7 In summary, it is not possible to limit non emergency works to take place between the hours of 10pm and 5am. Officers do carefully consider each application for works, taking into account various factors including type of works and environmental and safety issues, and place conditions on the times at which they can be undertaken as described in 3.5 and 3.6 above.

COMMENT ON RECENT WORKS

- 4.1 Major works were undertaken on the A245 Parvis Road last summer as part of the West Hall Care Home Development.

These works included widening of the footways, realignment of the carriageway and the installation of a pedestrian refuge area in the centre of the carriageway. It is acknowledged that these works caused significant traffic disruption in and around the area.

The timing of these works was coordinated to avoid the closure of the adjacent Newark Lane whilst meeting the planning requirement dictating completion by mid September and used part of the school summer vacation period. These works had an overall duration of seven weeks.

Due to the nature of the works, particularly the widening of the footway on the northern side and the necessity to provide an alternative pedestrian walkway in the carriageway, it was not possible to limit these works to off peak periods only.

Contact Officer:

Kevin Orledge, Street Works Manager
0300 200 1003

Consulted:

N/A

Sources:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/321056/safety-at-streetworks.pdf



WOKING JOINT COMMITTEE

DATE: 4 MARCH 2015
SUBJECT: WRITTEN PUBLIC QUESTIONS
DIVISION: WOKING

1. Question from Phil Stubbs, Knaphill Residents Association

The Residents' Association of Knaphill would ask SCC to consider the installation of a pedestrian crossing on Redding Way, Knaphill in close proximity to the doctors surgery.

Apart from giving pedestrians a safe crossing to get to and from the doctor's surgery this is a route used by many parents and children going to and from Knaphill schools.

Over a third of the households on the old hospital site use the path at the side of the doctors surgery to get to and from the local schools. There is a pedestrian crossing on the Broadway but not on Redding Way.

The stretch of Redding Way from the Vyne roundabout to the roundabout at Sainsbury's service road is known for speeding vehicles, there are two of the self illuminating signs that are triggered by speeding vehicles on this stretch of road.

Redding Way is only going to get busier with the opening of Brookwood Farm as Redding Way is the direct route from Brookwood Farm to Woking and Winston Churchill School.

A pedestrian crossing is required on this section of Redding Way and as close to the doctor's surgery as is possible. Given the problem with speeding the crossing should be raised.

Answer from Chairman on behalf of the committee:

In 2006, a consultation with 786 properties was undertaken to determine pedestrian movements and the problems they faced around the former Brookwood Hospital site. The results of the consultation were reported to the Woking Local Committee in November 2006 and this led to the construction, in 2007, of the signal controlled crossing near to Tudor Way and the zebra crossing on Broadway near the junction with Sussex Road. However, there was no recommendation for a controlled crossing on Redding Way near the surgery, although it was as part of the package of works

that resulted from this consultation that the dropped kerbs were installed at the existing island immediately adjacent to the roundabout.

In considering the introduction of any new pedestrian facility, it is normal to consider a number of factors including accident data, the number of pedestrians that will use the crossing point, vehicle speeds and the physical constraints of the site such as visibility. It is also important that any requests of this nature are prioritised against other infrastructure needs within the Borough, so that the maximum public benefit can be gained from the available highways budgets.

In the last 5 year period, two personal injury collisions have taken place within approximately 100m of each approach to the surgery. Neither of these accidents involved a pedestrian who was crossing the road and so based on this data, a controlled crossing on Redding Way would not improve public safety. The existing crossing point by the roundabout provides good visibility for both pedestrians and motorists, and no request for new facilities has been received prior to this request from Knaphill Residents Association.

With respect to pedestrian numbers, no recent counts have been undertaken, but there have been no significant changes in the vicinity to either housing or local facilities since the last report was brought to Committee.

Redding Way is included in our Speed Management Plan, as we are aware that the speed of vehicles using the road has caused concern to some residents. Speed surveys undertaken by the police in April / May 2014 near Barton Close indicate mean speeds of 35/36mph, despite the presence of Vehicle Activated Signs nearby, and the road receives periodic speed enforcement by Surrey Police. However, it is important to recognise that this has not resulted in personal injury accidents.

Although preliminary assessment suggests that there are limited grounds for introducing a new pedestrian crossing facility, the length of Redding Way adjacent to the doctor's surgery has very limited opportunities for locating a pedestrian crossing. The surgery car park entrance, bus stop and drop off bay mean that a pedestrian crossing would have to be located within the remaining short length of road close to the roundabout. As the existing island installed in 2007 could not be incorporated into a crossing, it would be necessary to remove the island, as locating a crossing adjacent to the island could cause confusion for motorists approaching the crossing and potentially put pedestrians at risk. It is though not considered desirable to remove this existing island.



WOKING JOINT COMMITTEE

DATE: 4 MARCH 2015
SUBJECT: WRITTEN MEMBER QUESTIONS
DIVISION: WOKING

1. Question from Mr Will Forster, Surrey County Council

The large majority of local committees have agreed to review the coordination of roadworks and quality of reinstatements of utility work, please can the Chairman confirm why, despite significant problems in Woking in recent months, this committee has decided not to review roadworks?

Answer from Chairman on behalf of the committee:

The Street Works department has recently presented a report to the Waverley, Elmbridge and Spelthorne Local Committees on the first year of operation of the South East Permit Scheme which is used within Surrey Highways to manage activities on the road network, most commonly this is works by utility companies.

This report has been scheduled to be taken at the Informal Woking Joint Committee in April 2015. Runnymede, Mole Valley and Reigate and Banstead also plan to take the report at one of their future meetings.

2. Question from Mr Will Forster, Surrey County Council

New Lane and Sutton Green Road were resurfaced in July 2014. The resurfacing has lowered the road and several residents are complaining about noise from the cats eyes, especially when buses and lorries travel over them.

Please can the County Council see if these cats eyes can be lowered or the sound reduced?

Answer from Chairman on behalf of the committee:

The cats eyes have been inspected on New Inn Lane, and the team has confirmed that they have been installed correctly. The previous cats eyes had been slightly buried by a past surface dressing treatment so would have appeared lower.

3. Question from Mr Will Forster, Surrey County Council

Please can Surrey County Council agree to enhance the signage at the south side of Woking station to a) stop vehicles turning right and wrong way out of Station Approach into Oriental Road and b) stop vehicles turning left out of the Travel Lodge into Oriental Road?

Answer from Chairman on behalf of the committee:

There have been no previous reports to Surrey Highways about vehicles turning right and the wrong way out of Station Approach. The existing road markings and No Right Turn sign at the junction of Station Approach with Oriental Road are the standard signage provisions and should be sufficient for the majority of drivers. It would though be possible to add an additional sign if required, and this could be made more conspicuous than the existing sign, which could also be replaced. However, if drivers are intent on turning right or they continue to fail to see the signs and road markings, there is nothing physical to prevent a right turn, and the current road layout and width would not allow an island to be built to deter this activity. Provision of an island is something that should be considered as part of any future redevelopment in this area of the town.

The need for a sign opposite the exit from Travelodge has already been identified and will be included on a list of work for the next financial year. Some additional road markings to complement the signs will also be considered.

4. Question from Mr Will Forster, Surrey County Council

Surrey County Council was planning to resurface Vicarage Road and the bellmouth junction of The Moorlands in 2014/15, however this work was deferred due to Thames Water's roadworks.

Please will the County Council agree to resurface Vicarage Road and The Moorlands in 2015/16 following the completion of the utility works?

Answer from Chairman on behalf of the committee:

Resurfacing of Vicarage Road and the bellmouth junction with The Moorlands was one of the items promoted by the Woking Joint Committee in 2014/15. It was not possible to carry out this work in 2014/15 due to a conflict with other works planned by a utility company.

As no capital funding has been allocated to this project for the 2015/16 financial year, it is not possible to give a firm commitment at this time that the resurfacing work will take place. However, alternative funding sources are being considered, and the Maintenance Engineer for Woking is carrying out the necessary preparatory work to enable delivery this year subject to funding being confirmed.

5. Question from Mr Will Forster, Surrey County Council

Stockers Lane in Kingfield is a pleasant and quiet unadopted road in my division. I have been made aware of rumours that Surrey County Council is planning to adopt Stockers Lane in between Kingfield Road and Rydens Way into the highway network.

Please can the County Council confirm that there is no such plans to adopt and resurface Stockers Lane? Please can the Council confirm it will never pursue plans to adopt Stockers Lane without support from local residents?

Answer from Chairman on behalf of the committee:

Having consulted with Surrey County Council's Highways Information Team and the Transport and Development Planning Officer for Woking, there are no known proposals to adopt Stockers Lane.

Adoption requests are normally raised by residents living along an unadopted road, often through their Local County Councillor, or by developers who have constructed a new road with the intention of it being adopted.

A summary of the road adoption policy can be found on the Surrey County Council website using the following link:

<http://new.surreycc.gov.uk/environment-housing-and-planning/planning/transport-development-planning/surrey-county-council-policy-on-road-adoption>

I am not aware of any instances where roads have been forcibly adopted contrary to the views of the residents which would be affected by such an action, but it would be inappropriate to give the undertaking requested as the future communal needs of residents and highways users cannot be predicted.

I can though state that the likelihood of attempting to adopt Stockers Lane against the wishes of local residents is extremely small.

6. Question from Cllr John Kingsbury, Woking Borough Council

At the bottom of St Johns Hill Road, close to Phipps Autos, the road shows signs of subsidence. When will reinstatement be carried out?

Answer from Chairman on behalf of the committee:

It is believed that the area of subsidence at the bottom of St Johns Hill Road is connected with works carried out by Affinity Water, and our Streetworks team has raised this matter with them for attention. In the meantime, a safety repair has been carried out by Surrey Highways to ensure that the carriageway remains serviceable.

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Minutes Annex 5

Item 13 Tabled Update - Annex A

Local Sustainable Transport Fund (Woking) – capital update (4 March 2015)

(excluding Business Forum funding).

Sections in **BOLD** are updated from the original published paper.**Quality Bus corridor improvements**

Corridor	Status	Comments
Route 91	'civils' completed	Bus stop clearways to be introduced
St Johns	'civils' completed	Bus stop clearways to be introduced
Mayford and Westfield	'civils' grant funding completed	Bus stop clearways to be introduced
Maybury-Sheerwater-Byfleet	'civils' granted funding completed	Bus stop clearways to be introduced
5 additional real-time information (RTPI) displays	Planning stage	3-line RTPI bus shelter type displays. Planned introduction winter/spring 2015
RTPI Media screens town centre – Mercia Walk (4 no)	Completed.	Screens show live local bus information. Live rail information awaiting SWT data license, expected March 15. Awaiting additional screen content from Woking Shopping centre.
3 additional RTPI Media screens town centre (2 no Middle Walk, Wolsey Place. 1 no Peacocks centre)	Planning Stage	Screens to show live local bus and rail data, alongside Woking Shopping centre content. Planned introduction winter/spring 2015
Provision of RTPI bus feed to existing 3rd party screen – MacDonalds, Woking TC	Planning stage	Screen in MacDonalds TC restaurant currently displaying live rail data. RTPI bus data to be supplied via internet connection to display alongside rail data. Planned introduction by end of March 15.
Upgraded RTPI data connection to Abellio and Arriva operated bus services	Completed	Live bus data feeds in place for both bus operators to SCC RTPI system. Some back office work still in progress with operator own systems to improve accuracy of data shown on signs.

Cycling

Route/trail	Status	Comments
Earth Trail (Mayford to Hillview Road (Woking))	Completed, except for Wych Hill j/w Claremount Road.	Completion of Wych Hill j/w Claremount Road currently 'on hold'.
Mercury Trail (across West Byfleet Recreation Ground)	Detailed design completed.	Woking Borough Council now given 'go ahead'. Works to be programmed later in 2015.

ITEM 2

A318 Barnes Wallis Drive/Oyster Lane	Works in progress on site.	Electrical connection programmed 9 March and installation due for completion by end of March 15.
A3046 Chobham Road	Works in progress on site	Electrical connection completed and installation due for completion by end of March 15.
Woking railway station Cycle Hub	Completed	Officially opened 11 September. Partnership works between Department for Transport, Cycle Rail Working Group, Woking Borough Council, Surrey County Council and South West Trains.
RTPI Media screen	Kit all ready for install.	Screen to show live local bus data on install. SWT internet connection required for display of live rail data. Install expected by end March 15.
Lining and signing		All signs and lines to be completed at end of programme (March 2015)