



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 148th 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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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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