



WOKING JOINT COMMITTEE

DATE: 25 SEPT 2019

SUBJECT: WRITTEN MEMBER QUESTIONS

DIVISION: WOKING

Question 1: Cllr Gary Elson, Pyrford Ward

‘Please can Officers explore what opportunities there are to improve the condition of the Green in Beaufort Road and seek to alleviate some of the connected parking issues in this area of the Maybury Estate.’

‘Many trade and private vehicles are regularly parked there and what little green is left ends up being a quagmire whenever there is heavy rain.’

‘The Green fronts a number of private properties and residents have complained for many years’

Answer – Area Highways Team

We are aware that there is a high demand for parking in the Maybury area. We are also aware of the condition of the verge in Beaufort Road and we have had several enquiries about this.

The verge in Beaufort Road could be fenced off in order to allow the grass to re-grow and for the amenity to be re-established but given the demand for parking, it is assumed that the residents would prefer the parking to be formalised, with a hardstanding provided.

We have a generic item on our capital schemes list for “Maybury, various road – convert verges to parking” and Beaufort Road can be considered to be one of these roads.

We also have a two other similar items for the conversion of verges to parking but it must be noted that the provision of parking is not a function or duty of a highway authority, simply because there is no right to park on the highway. Whilst a highway authority can convert a verge or other area to parking, in a residential area such as Maybury, converting any verge would amount to the provision of private parking because there are no other amenities such as shops, community centres, doctors’ surgery etc whereby the parking would be of benefit to a greater number of highway users. Allocating funding for such schemes will undoubtedly be at the expense of other schemes on our work programme that would have wider and, potentially, casualty reduction benefits.

The particular verge in question is sloped and there is a fairly significant level difference between the edge of the road and the footway that runs immediately in front of the properties. This means that if the area was converted, either the parking spaces would be on a slope or the verge would have to be dug out to form a level

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area and this would clearly require a retaining structure at the back (closest to the properties). If the area remained sloped, this could have implications for people getting in and out of the vehicles and walking to and from them, particularly if they are elderly or disabled and especially so in winter conditions; the gradient would be steeper than the on the existing footway, which is longer and, therefore, less steep. If the area was levelled, not only would a retaining structure be required, as already mentioned, but it would be less convenient for residents to use because they would not be able to take the shortest, most direct route to their properties but would have to walk to the footway that runs in front of the properties and then follow that. Either option would be expensive.

A cheaper option might be to use a product such as “Grass-crete” which is grid-type mat through which grass can still grow but the weight of vehicles is supported by the grid structure, so the grass suffers less and the area tends not to turn into an unsightly expanse of mud. This has been used before in Woking but on level ground and not over such a large area.

Without allocating some funding to undertake more detailed investigation, accurate cost estimates for these options cannot be given.

As mentioned earlier, we have an item on our work programme for the conversion of verges to parking in various roads in Maybury but within our ranking system, it sits over half-way down the list. It is not a high priority scheme and is likely to be prohibitively expensive and because of this, it is recommended that no action is taken at this time.

Question 2: Cllr Graham Chrystie

CIL Procedures - We now have received £385,000 for credit to the West Byfleet Forum ‘account’ and this adds to smaller sums already accumulated for other Wards.

The Committee has already set out outline arrangements for dealing with the utilisation of Forum monies but there needs to be procedural guidance to ensure that monies can be properly disbursed by WBC. When will officers/ members meet to draft the guidance?

Answer – Ernest Amaoko

The Joint Committee has approved the arrangement for how the CIL contributions earmarked for the various local communities could be used, including how local community infrastructure projects could be identified. The procedure set out in the Joint Committee report of 13 March 2019 is sufficiently comprehensive at this stage to be applied without the need to prepare a another procedural guidance.

The Joint Committee has said that the agreed process has to operate and be monitored for about a year and lessons learnt will be taken into account to determine whether any further measures or change in the process might be necessary. It would therefore be premature to prepare another procedural guidance without the benefit of the lessons learnt from the outcome of this monitoring exercise.

Furthermore, Officers have said that they will be willing to facilitate training for Members to help them manage the process. If the Joint Committee is happy for Officers to go ahead, that will be organised. The outcome of the training and how it has helped Members to manage the process will also be taken into account in any

potential future review of the process. Whilst Officers are not against preparing the procedural guidance, such a guidance note would benefit from the outcome of the monitoring, and as such would be premature to do that now.

Question 3: Cllr Will Forster, County Councillor, Woking South

Please can the County Council confirm how many road traffic collisions there have been on Westfield Road in the last 5 years?

Please will the Council state what was the average speed of traffic on Westfield Road the last time a speed survey was carried out? What was the highest speed recorded?

Answer – Area Highways Team

Please can the County Council confirm how many road traffic collisions there have been on Westfield Road in the last 5 years?

Since the beginning of 2014, there have been 19 personal injury collisions along Westfield Road. These resulted in 4 serious injuries and 16 slight injuries.

Please will the Council state what was the average speed of traffic on Westfield Road, the last time a speed survey was carried out? What was the highest speed record?

A series of 5 traffic surveys were undertaken along the road in 2016, with data collected by means of rubber tubes stretched across the road. The site locations and the recorded average mean speeds are set out in the table below.

The speed data is collected and displayed in what are known as speed “bins”, with each increasing in 5mph increments. The highest speed bin contains all those vehicles that were travelling at 56mph or more. This bin is populated in each direction at each survey site but it is not possible to say what the maximum individual speed was in each case.

Survey site details	Direction of traffic	Average mean speed
Site 1 – Telegraph pole outside No 102 Westfield Road	Eastbound	33.6mph
	Westbound	32.9mph
Site 2 – Lamp column 28 outside cricket ground	Eastbound	32.2mph
	Westbound	32.3mph
Site 3 – Lamp column 16 opposite St Mark’s Church	Eastbound	28.8mph
	Westbound	29.5mph
Site 4 – Lamp column 10 near shops	Eastbound	26.6mph
	Westbound	27.2mph
Site 5 – Telegraph pole outside Nos 8/10 Westfield Road	Eastbound	29.5mph
	Westbound	30.1mph

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