



**LOCAL COMMITTEE
(WOKING)**

MEMBER QUESTIONS

5 DECEMBER 2012

1. Question from Cllr Kevin Davis, Woking Borough Council

The Brookwood Crossroads is a significant bottle neck on the western side of Woking. It is the point at which the A322 and A324 cross. It has been the scene of many accidents over the years primarily due to signal confusion. It also causes rat running problems and speeding issues in other areas nearby as people do everything they can to avoid it (Blackhorse Road being one such road dealt with at the most recent Local Committee meeting).

The re-development ten years ago and the linking of the junction with the Cemetery Pales junction has had limited success with regards to safety, and has caused additional congestion due to waiting times. The A322 is prioritised over the A324 and it can mean that traffic begins to back up towards Woking on the A324 from half past four through to half past six with waiting times often exceeding 15 minutes to cross.

The Cala homes development is recommending changes to this junction to help the flow of the A322 which is welcome.

However, with development likely to occur outside of Woking Borough to include Bisley (old Fox garage), Deepcut, and possibly the old MoD site at Chertsey none of these developments will have to take into consideration the Brookwood Crossroads junction. Arguably, Deepcut will increase traffic along the A324 into Woking, Bisley and Chertsey will increase traffic along the A322 towards Brookwood railway station and Guildford.

The time for sticking plasters is over, an ambitious strategy and

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redevelopment of this junction must be forthcoming.

What is SCC planning and if not planning anything why not?

Answer from Chairman on behalf of the committee:

The Brookwood Crossroads is recognised as a point of constraint on the highways network, as it is the crossing point of two heavily used A class roads. Work was carried out approximately ten years ago to reduce congestion and improve the flow of traffic at this location, and this did result in significant improvement. However, there has been a general increase in traffic levels across the network since this time, and there are many junctions that unfortunately now operate at or above their design capacity at certain times of the day.

The Cala Homes development at Brookwood Farm is going to result in some changes to the traffic signal timings, and an upgrade of the operating system. It must be recognised that the extent of what can be expected from any development is mitigation of the effects of the development being introduced, and not alleviation of highways issues that already exist. Being so close to the crossroads, this development is likely to have more of an impact on the junction than the Deepcut redevelopment. However, this does not mean that the impact of the traffic from Deepcut has not been considered. It is estimated that Deepcut will result in an additional 40 movements at the crossroads in each peak hour, which equates to about 1 extra vehicle per signal cycle.

The Fox Garage, Bisley development is relatively small, and Transportation Development Officers have advised that this is unlikely to have any significant impact on the crossroads, and may not be any worse than the traffic movements generated when it was a garage site. The MoD DERA site at Chertsey could conceivably generate additional traffic at the junction, but given the distance between the two locations, it is extremely difficult to assess the impact, which will be so diluted at the crossroads that it would not be practicable to estimate the traffic effects that might be created.

Plans do exist for a West End, Bisley and Knaphill bypass, although the southern extension of this, between Brookwood and Bisley, was abandoned in November 1999, shortly before the crossroads were modified. The land for this project has remained safeguarded, but later this year, it is likely that this status will be removed, as the project is no longer considered viable.

The proximity of the rail bridge and private dwellings does place significant physical constraints on what improvements could be introduced at this location, and it is correct that to achieve any further significant improvement, this would need to take the form of a major scheme, which is likely to require the acquisition of land, and would be administered through Transport for Surrey. Funding for major schemes is of course limited, and it is necessary to carefully prioritise schemes across the whole of the County Council, ensuring

that funding goes to those schemes that provide the greatest benefit to the residents of Surrey. This location does not presently form part of the proposed major schemes programme, but in view of the concerns expressed, this has been raised with Transport for Surrey for future consideration.

2. Question from Mrs Diana Smith, Surrey County Council

In the three months since the maintenance contract for the rising bus bollards separating Redding Way and Cobham Road in Knaphill was changed, how many times and for how long were the bollards not fully operational?

Answer from Chairman on behalf of the committee:

We have had three reports of bollards stuck down since 1st August (new direct contract with ATG). The details are as follows:

23/8/12 - Bollards stuck down. Passed direct to ATG. We did not get a call to advise of the repair.

28/9/12 - Bollards stuck down. Passed direct to ATG. 1/10/12 ATG advised that their engineer would attend on 2/10/12. 2/10/12 ATG engineer attended and advised that the controller cabinet doors had been ripped off. He said that the hinges and possibly the doors would need replacing. He arranged for ATG to draw up a quote for the repairs. He also reported that there appeared to have been a power failure and that one of the bollards was not coming up properly. This would also need follow-up repairs. 23/10/12 Quote received from ATG for the door repair and they were instructed to proceed with the repair.

29/10/12 - Bollards stuck down. Passed direct to ATG. 30/10/12 ATG attended and replaced a signal head (red/green indicator), and repaired a fault on the card reader. He left the bollards fully operational.

On 7th November ATG carried out a routine service, so the bollards would have been out of action while the engineer worked on them that day, but this was not a fault.

3. Question from Mrs Diana Smith, Surrey County Council

The bus stands and shelters on the town side of Woking Station used by many residents in my Division every day while commuting are poorly maintained and deteriorating. Also cars and taxis habitually misuse the bus stands for parking and the layout of the stops does not deter this. Where does the responsibility for the improvement of Woking's *de facto* bus station lie, and what can this Committee do to improve the situation?

Answer from Chairman on behalf of the committee:

The responsibility for improvement of the bus station in Woking Town Centre is shared between Surrey County Council as Transport Authority, Woking Borough Council, and to some extent, SW Trains. It is recognised that this facility would benefit from improvement, and aspirations for this link with the development of the Town Centre itself. Complete revision of the bus station would be a major project, and works would need to be agreed in partnership between all stakeholders. The issue of cars and taxis using the bus stands is common to the majority of bus stops, with drivers pulling over for short periods to drop off and pick up passengers, and at certain times of the day Taxis waiting for longer periods. The bus service is not unduly affected by these activities, and it must be recognised that Taxis do form part of the network of transport options that residents and commuters rely upon.

The Local Committee can of course raise concerns with Surrey's Passenger Transport Group, and Woking Borough Council, if that is considered appropriate.

4. Question from Mrs Diana Smith, Surrey County Council

What is SCC doing to ensure that the 'through traffic only' sign in the narrow section of Barleymow Lane, Knaphill, is legally enforceable?

Answer from Chairman on behalf of the committee:

There is presently signage stipulating a prohibition of motor vehicles in Barleymow Lane, Knaphill. However, it has not been possible to enforce this as historically, no Traffic Regulation Order had been introduced. To ensure that this prohibition can be enforced, a Traffic Regulation Order is now being promoted. This will shortly be advertised, and subject to their being no insurmountable objections, the Order will be made before the end of this financial year.

5. Question from Mr Geoff Marlow, Surrey County Council

When is the bollard outside Mr Nelson's house at 1 Pyrford Road, West Byfleet going to be replaced? This was first requested in September 2010.

Answer from Chairman on behalf of the committee:

The bollard in Pyrford Road has been scheduled for repair, and it is expected that this work will be completed by 7 December 2012 at the latest.

The order for this work was raised in May of this year, and there has unfortunately been a delay in this being implemented despite the matter being repeatedly chased with our contractor.

6. Question from Mrs Linda Kemeny, Surrey County Council

I am pleased that at long last a section of Hook Heath Road from Hook Heath Gardens to Saunders Lane has been resurfaced and the contractors have done a very good job. However, I had understood that the job would include all of that part of Hook Heath Road which had not been resurfaced for more than 10 years, namely the area from the Holly Bank Road junction to Hook Heath Gardens. When can I expect that part of Hook Heath Road to be resurfaced as it is in a very poor condition.

Answer from Chairman on behalf of the committee:

The recent resurfacing work carried out in Hook Heath Road was intended to address the part of the road that was in the worst condition, and it was not planned to resurface the remainder of the road at this time.

It is worth noting that resurfacing work is carried out in response to the condition of the road, and not the length of time that has elapsed since it was last resurfaced. The reason for this is that the life of a road surface can vary significantly depending upon the volume of traffic using the road, the material that the road is surfaced with, and other environmental factors.

The remainder of Hook Heath Road has been identified for resurfacing through the five year capital maintenance programme, but no programme date is available at this time. In view of the concerns that have been expressed about the remaining length, the Maintenance Engineer, Chris Higgs, has been asked to review the condition of the road surface and raise any minor repairs necessary to maintain the road in a safe condition prior to the future planned resurfacing works.

7. Question from Cllr John Kingsbury, Woking Borough Council

I would like to ask the Chairman the following question: Knowing your concern about speeding along Park Road (as years of evidence from Community Speed Watches have shown that there is an issue), would you and Surrey County Council advise residents how you intend to reduce speed along this road and, apart from providing parking spaces, identify the options available for what is becoming a significant problem.

Answer from Chairman on behalf of the committee:

I am very much aware of the concerns expressed by local residents about speeding in Park Road, Woking, and recognise the hard work that has been

put in by the local Speedwatch Group. I have been in close dialogue with Surrey Highways with the intention of addressing these concerns, and have received the following response:

Recent speed data collected by Surrey Police suggests that there is generally good compliance with the posted speed limit in Park Road. Before considering the introduction of speed reducing measures, it is recommended that a further week long speed survey is commissioned by Surrey Highways. It is proposed that the speed monitoring equipment is sited along Park Road at one or two different locations agreed by residents through the local County Councillor, recognising that the only constraint would be the need to attach the monitoring equipment to a lamp column or other item of street furniture. It is suggested that this survey is carried out in mid to late January 2013.

If the results of this survey confirms that speeding is a significant problem, the following measures could be considered as a means to address this, subject to available funding. It must be noted that some of these options would require the support of Surrey Police, the passing of a safety audit carried out by Surrey County Council's Safety Engineering Team, and the formal approval of the Woking Local Committee together with the promotion of a relevant Traffic Regulation Order:

1) Vehicle activated signs (VAS)

Signs are best placed in pairs and would cost in the region of £4500 per pair.

2) Build-out at entrance to Park Road

It is understood that this is one of the options favoured by some residents, and this has recently been discussed during a site meeting with the Local County Councillor. There are site constraints, and consideration would have to be given to the proximity of underground services. Although Surrey Highways are in the process of establishing what services are present, this option is not considered to be appropriate to effectively address speeding along Park Road, and at best, if it were to be introduced, would only reduce vehicle speeds over a limited distance at the Maybury Inn end of the road.

3) Physical traffic calming

If speeding is a significant problem then physical speed reducing features can be considered. These would generally take the form of speed cushions or speed bumps. Such measures tend to be met with a mixed reception from residents, as some do not like being affected by them. Physical traffic calming features should not be introduced in isolation and should preferably have entry and exit features. To address speeds along the entire road it would be necessary to put eight pairs of speed cushions in place together with illuminated warning signs at each end of the road. Speed cushions cost approximately £1800 per pair, and the illuminated signs would cost in the region of £10k, and so subject to the solution chosen, and there being no complications with drainage, a scheme for Park Road would cost in the region of £25-26k.

4) Introduction of parking bays

This can be an effective alternative to speed bumps or speed cushions. Although Park Road falls within the existing Controlled Parking Zone, it would be possible to introduce a limited number of parking bays without time restrictions to reduce vehicle speeds. Although this could potentially encourage a limited number of commuters to park in the road all day, numbers would be restricted, and this would have very little impact on residents.

Guidance on Surrey County Council's approach to traffic calming can be found by following this link:

http://www.surreycc.gov.uk/__data/assets/pdf_file/0003/166422/Traffic-Calming-Good-Practice-Guide.pdf

8. Question from Cllr Tony Branagan, Woking Borough Council

Holyoake Avenue, Horsell

Recent repairs have taken place mostly to the driveways rather than the highway itself. The repairs are welcome however the standard of the workmanship is a concern. The next heavy rains will lift the tarmac and the situation reverts to repairs being required again. What remedial action is to be taken to ensure the above mentioned scenario does not occur?

Could the actual highway outside 27 and 29 be examined and any holes filled in?

Answer from Chairman on behalf of the committee:

Holyoake Avenue has been identified by the NW Area Team for inclusion in the County Council's five year capital maintenance programme. However, in view of the concerns expressed by Councillor Branagan, the Community Highway Officer, Matt Borrie, has been instructed to visit and assess the quality of work recently carried out to the pavements. If repairs have not been carried out to a satisfactory standard, or fail prematurely, further repairs are carried out at the contractor's expense. Whilst undertaking this site inspection, the carriageway in the vicinity of Nos 27 and 29 will also be inspected, and any safety defects identified will be raised for repair.

It should be noted that works carried out by highways contractors are routinely audited, and any quality issues identified are raised for appropriate action. The County Council also operates a robust Highways Inspection system, and regularly inspects the highway network, identifying safety and non-safety defects, and arranging for repairs to be carried out as necessary.

9. Question from Tony Branagan, Woking Borough Council

Weight Restriction Post, Carhouse Lane

This is the THIRD time a written question has been put on this topic. A site visit on 28 November shows the request has not been resolved. The post is adjacent to the entrance of Greenbays Park. It has been knocked over into the hedge and the growth during the summer means the sign is not visible.

In view of the number of requests to have this matter resolved is the Chairman able to provide a specific date for the necessary work to be undertaken?

Answer from Chairman on behalf of the committee:

Repairs to the Weight Restriction sign and post in Carhouse Lane have been organised by Surrey Highways, and it is expected that these works will be completed within the next 21 days (before the Christmas period).

Please accept my apologies on behalf of Surrey Highways for the delay in this work being completed.

10. Question from Cllr Bryan Cross, Woking Borough Council

Would the Local Transport Manager please let me know when he anticipates that the Street Lights in Lockfield Drive close to the Victoria Way junction will be repaired as they have been out of action for several weeks now?

Would he also please confirm that the markings will be painted on the shared cycle/pedestrian path opposite Sythwood School during the current construction of the new crossing?

Answer from Chairman on behalf of the committee:

The street lights in Lockfield Drive close to the junction with Victoria Way are out of action due to a failure of the power supply, rather than there being a maintenance issue with the lights themselves.

This was raised with UK Power Networks on 24th October, and the service level agreement allows 30 working days for them to effect repairs. A firm date for repairs has been requested, but unfortunately no date has yet been given. To comply with service standards repairs should take place no later than 5 December 2012.

With regard to the shared facility markings in the vicinity of Sythwood School, it is intended that these will be applied at the same time as the new crossing facility markings.

11. Question from Mr Will Forster, Surrey County Council

There are County Council Rights of Way in my division that connect South Woking with Guildford Borough and Send.

For sometime now the footpaths and bridges near Moor Lane and Runtley Wood Lane have not been accessible.

Please could the Chairman confirm when the necessary repairs will be undertaken and when the Rights of Way can be fully open to the public?

Answer from Chairman on behalf of the committee:

There is currently one closure in the area on a short section of Send FP 52. The reason is that the second vehicular bridge east of Fishers Farm is considered to be unsafe for the public to use. This is a privately owned bridge which also carries a public footpath. The estimated costs for this bridge could be in excess of 80k and until recently the landowner has not been interested in partnership working. We sought legal counsel as to responsibility and it has been confirmed that Surrey County Council does not have a maintenance liability for this bridge and neither does the landowner. We are very keen to reopen this footpath and so have been investigating alternative solutions that do not involve the existing vehicular bridge. However this situation is constantly changing and we are now waiting for the landowner to supply a specification and costing to either repair or replace the bridge. Once we receive these we will be able to consider what our actions will be.

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