



LOCAL COMMITTEE (WOKING) 20 FEBRUARY 2008

Member questions

This question was received from Cllr John Kingsbury:

QUESTION 1

Following the closure of St. John's Hill Bridge over the weekend some weeks ago, what were the results of the test carried out and when can residents expect to see their permanent traffic light system in operation?

Brian Sessions Senior Engineer Structures Group responded:

The information gathered during the road closure on the weekend of the 24th/25th November 2007 is useful and shows that the draft initial assessment should be reviewed. The Structures Group intends to complete this by the end of March 2008. It is hoped that the County Council can agree the figures of this assessment capacity with Network Rail by the end of June 2008 but this will depend to some extent on Network Rail's resources and priorities.

It is quite possible that the result will show that there is likely to be some benefit in further analysis of this structure as it may demonstrate that strengthening is unnecessary and that only a permanent scheme to address incursion onto the railway is necessary. This will significantly reduce the disruption to the community. However, these additional activities will inevitably mean slippage in the works programme start date; (2008/09), previously approved by committee. My assessment of the revised date for the works depends on a number of current unquantifiables, but we expect to determine the programme in 2009.

This question was received from Cllr Diana Smith:

QUESTION 2

In the autumn of 2007 County Council members of this committee were invited to suggest two new transport schemes each for their Divisions. What progress has been made in assessing these schemes? When will I be able to tell the residents of Beechwood Road and Barrs Lane what the result of my proposals are likely to be?

Paul Fishwick, Local Highways Manager responded:

The results of the bids for new schemes are included within Item 12 of tonight's meeting. Item 12 is for decision by this Local Committee and therefore following the meeting you may inform the residents.

This question was received from Cllr Diana Smith:

QUESTION 3

What is the current position with regard to improving the crossing point of Littlewick Road that was the subject of a petition to this Committee last year?

Paul Fishwick, Local Highways Manager responded:

Although signs were installed to warn drivers of the crossing point, from a recent survey it has been noted that they are not in the most suitable location. It has also been noted that as the crossing point is not up to standard on the 'Goldsworth Park' side and the crossing as such is not particularly visible from a drivers perspective, dropped kerbs and reflective posts will be installed by the end of March 2008 together with the repositioning of the warning signs to better highlight this crossing facility.

This question was received from Cllr Diana Smith:

QUESTION 4

What progress has been made with repairing light no, 15, Chobham Road, Knaphill? Is the work still with EDF, and if so can any approach be made to expedite it, or sanctions applied if the light remains unlit?

Paul Fishwick, Local Highways Manager responded:

This streetlight has somewhat of a potted history, in summary a new lamp column was installed after the original was found to have had power removed when the column had been vandalised. The original lamp column was in poor condition.

EDF, the Regional Electricity Company were requested to connect an electric supply to the new lamp column from their low voltage mains. Unfortunately, EDF were initially unable to locate their mains cable, but found a cable that had been connected to the original lamp column, that was now deemed unsuitable by EDF.

EDF requested that the new lamp column needed to be relocated to the opposite side of the road where there was a suitable low voltage main. The County Council have relocated this column to the opposite side of the road, but are awaiting EDF to make the connection from their low voltage main.

This question was received from Cllr Norman Johns

QUESTION 5

RESURFACING OF THE JACK & JILL STEPS ON 20,21 & 22 FEB 08

The resurfacing project to be undertaken on 20.21.22 February is applauded, however concerns have been voiced by residents. May I be assured that the following actions have been taken prior to commencement.-

[1] That steps are to be taken by the contractor to prevent a reoccurrence of the vandalism to property experienced by residents living in Barrens Brae during the 2006/7 closure.

[2] Surrey Police are aware of this closure and of the implications to the public that regularly use this footpath.

[3] The general public that rely on the footpath to travel between Kingfield and Mount Hermon via White Rose Lane have been alerted by a notice in the press and by prior notices at the two entrances to the J & J steps.

Paul Fishwick Local Highways Manager responded:

1. The Contractors (Ringway) are aware of the need to properly secure the site whilst the works are taking place. The works should be completed within 2 days and the closure is only in operation whilst the gang is on site.

2. Sharon Simister of Surrey Police has been informed about the closure.
3. A Notice is not normally placed in the newspaper where a closure is lasting for only a few days. Notices were placed on site on 15 February 2008 advising of the proposed closure, which coincides with the school half term.

This question was received from Cllr Geoff Marlow

QUESTION 6

1. Do pedestrians walking along a bridleway have right of way over motorcycles exiting fields and crossing over the bridleway?
2. Is an organiser of a motorcycle scrambling event entitled to ban pedestrians from a bridleway which goes through the area where the scrambling event is being held?

Paul Fishwick Local Highways Manager responded:

1. People using a bridleway have a right of way over motorcycles exiting fields and crossing over the bridleway.
2. A bridleway is open to users (pedestrians, cyclists and horse riders) at all times unless there is an official closure.

This question was received from Cllr Philip Goldenberg

QUESTION 7

Can we please have a Schedule of Traffic Orders resolved to be made by this Committee during 2007, showing in respect of each:

- (a) the date on which the Committee so resolved;
- (b) the date on which it was made;
- (c) the date on which it was advertised; and
- (d) the date on which it was confirmed.

Paul Fishwick Local Highways Manager responded:

In response to question 1, I can answer as follows:

Description	Local Committee	Date Advertised	Date Confirmed
Proposed Waiting Restrictions*	28 Feb	8 Dec 07	23 Jan 08
York Road Crossing *	28 Feb	8 Dec 07	23 Jan 08
Waiting Restriction Review	21 June	8 Dec 07	23 Jan 08
Heavy Goods Vehicles – 17T to 18T	31 Oct	18 Jan 08	TBC

*Proposed Waiting Restrictions and York Road Crossing CPZ amendments were made in the Traffic Order confirmed on the 23 January 2008

This question was received from Cllr Philip Goldenberg

QUESTION 8

Why, with the temporary closure of Queens Road Bisley, has no action been taken to increase the time allowed by the traffic lights at Brookwood Crossroads for traffic proceeding southwards along the A322 to turn right into the A324?

Paul Fishwick Local Highways Manager responded:

Changes have been made as a temporary measure, by Transport for Surrey Network Information Centre, following the closure of Queens Road, to accommodate the increased right turn movement from A322 into Connaught Road during morning and evening peak periods.

From feedback received, these have helped the A322 southbound, but it may be at a cost to other approaches.

This is a very busy network, which suffers significant congestion particularly during peak periods. Brookwood crossroads and A322/Cemetery Pales (*next junction south*) are linked and coordinated to keep traffic flowing as smoothly as possible and the changes we have made have therefore been small.

We are aware of the current problems, but the high traffic flows mean there is no complete solution to any congestion problems.

Surrey suffers from more than double the national average traffic flows and the highway network can only accommodate so much.