



LOCAL COMMITTEE (WOKING)

MEMBER QUESTIONS 23rd JUNE 2008

1. Question from Councillor Glynis Preshaw, Woking Borough Council:

Following recent incidents when children narrowly escaped death or serious injury from cars habitually failing to stop at the zebra crossing, opposite Brookwood school, could urgent consideration be given to converting the zebra into a controlled crossing with traffic lights.

Answer from Surrey County Council's local highways manager:

Firstly I would like to explain the process for introducing new or improved schemes. The Executive Committee of the County Council make available a devolved budget to the eleven County Council Local Committees within Surrey. Surrey Highways Area West (Woking) maintains a schedule of planned schemes known as the 'Assessment Pool'. For Woking, the first stage in this process is the annual review of the current 'Assessment Pool', which was completed during the autumn/winter period of 2007/08. Up to two new schemes per Electoral Division member can be added annually but these must meet the Objectives, Key Strategies and targets of the Local Transport Plan. These are assessed against the schemes already within the 'Assessment Pool' and the highest priority schemes will be placed within a 5-Year Indicative Programme. The 5-Year programme is presented to the County Council Local Committee for Woking at the February meeting and for this year this was held on the 20th February 2008. The report can be viewed on the County Council Web site www.surreycc.gov.uk / Committee papers / Woking.

As mentioned earlier, the County Council via the Executive Committee allocates the funding awarded from the Government and for the 2007/08 financial year this is set as £450,000. However, the funding for 2008/09 has

been reduced to £160,000 and it is unknown what the budget will be for the remaining years of the 5-Year programme (2009/10 to 2012/13). The Woking Area 'Assessment Pool' currently contains 93 schemes estimated to cost £4.3 million (at today's prices), which calculates out at over 20 years, based on current funding levels to complete all the works.

With the above process details in mind it would be classified as a low priority to upgrade a zebra to a light controlled crossing (Pelican / Puffin / Toucan) unless it was linked to another scheme such as a cycle route joining onto the zebra and in these circumstances a Toucan crossing would be recommended.

The existing zebra crossing is within a traffic-calmed area located on a table, which should reduce traffic speeds. I am not aware of the details of the "vehicles failing to stop" but there are guidance notes for using crossings which the County Council's Safer Travel officers try to educate to school children.

The guidance notes state the following for pedestrians:

1. Stand still on the pavement and look in all directions.
2. Cross only on the black and white stripes, and not on the zigzag lines at either side of the crossing.
3. Remember that drivers need time to slow down and stop, especially when the road is slippery, for example when it is wet or icy.
4. Wait on the pavement until all the traffic has stopped or when the road is clear, then you should cross.
5. Keep looking and listening as you walk across.
6. Watch out for overtaking vehicles who might not have seen you.
7. Make sure you don't dawdle on the crossing.

The Safer Travel officer who covers the Woking area visited Brookwood Primary School on Friday 20 June and emphasized the guidance notes on using a zebra crossing and suggested that parents wait on the school side of the road when collecting children.

2. Question from Councillor Diana Smith, Surrey County Council:

1. Concerning the pedestrian crossings at Redding Way and the Broadway in Knaphill:
 - a. What are the obstacles currently in the way of bringing both these crossings into full use?
 - b. I note that one beacon for the Broadway crossing is totally obscured by trees, and that both beacons are placed back from the road and high up. What is the rationale for this?
 - c. Assuming the trees will be trimmed, has a regular schedule of cutting been arranged?

Answer from Surrey County Council's local highways manager:

- a. **Redding Way** is awaiting a new electric power supply from EDF. EDF are the Regional Electricity Board and they are the only company that is authorised to work on their apparatus. **Broadway** has now been completed and the crossing is in use.
- b. The obstruction to the beacon will be removed in the near future. The poles are set at the back of the footway to improve footway clearance and placed on an arm to improve the sight line.
- c. Once the trees have been cut back, there will be an annual maintenance system in place.

3. Question from Councillor Diana Smith, Surrey County Council:

What progress has been made towards scheduling work to improve the drainage of Anchor Hill / Barrs Lane?

Answer from Surrey County Council's local highways manager:

During the summer of 2007, the Borough Council constructed a soakaway in the green to the west of the open ditch in Barrs Lane, as the systems in the area drained in land drainage.

At the same time the County Council installed an additional gully to take surface water into the ditch and new soakaway and had the highway systems jetted.

As there was still ponding in the area, Thames Water was requested to clear their surface water systems and cleared a significant amount of root intrusion.

Woking Borough Council has instructed their contractor to keep the soakaway clear of debris by regular visits.

Surrey County Council has instructed the Community Gang to keep the side entry gully and chutes into the ditch clear on each visit to the Knaphill division.

It was noted that from observations following the last significant rainfall on the 3 June that there was no flooding at this location, therefore the site will be monitored after significant rainfall and the County and Borough Council have introduced a maintenance system.

4. Question from Councillor John Doran, Surrey County Council:

- a) How were the resurfacing and dressing priorities in Woking reached? Why were member priorities not included?
- b) Why has the amount of money spent on integrated transport schemes in Woking fallen by two thirds when the Executive decision was to halve the budget?

Answer from Surrey County Council's local highways manager:

- a) The resurfacing and surface dressing scheme priorities were determined using a rating system, countywide. Members were requested to provide a list of their three highest priorities and points were awarded to each of these schemes. Goldsworth Road, which attracted Member points has been included within the 2008/10 programme. The highest rated schemes meeting the budget were approved for inclusion within the programme.
- b) Integrated transport schemes. The reports issued to Executive by Surrey Highways indicate that in 2007/08 the allocation to local schemes (capital) was £6.2m including streetscene hence £5.735m devolved to LTS budget with £3.096m to the West Area and £466,000 to Woking. In 2008/09 the allocation to local schemes (capital) is £3.0m with £1.9m devolved to LTS budget, £1.02m to the West Area and £160,000 to Woking. In each year the West has received some 54% of the allocation with the Woking element being a similar percentage of the total in each year."

However it should be noted that the £5.735m has become £1.9m, which is 33% hence the similar reduction in the Woking budget.

The difference occurs because the £3m includes the £1.1m local allocation, which has remained the same, £100,000 allocation to each of the 11 Local Committee's.

5. Question from Councillor Tony Branagan, Woking Borough Council:

- a) Please advise the feasibility of having "cushions/ tables" on the blind bend on Brewery Road

From outside the doctors' surgery – Old Malt Way to outside 26 Brewery Road.

There have been accidents, surgery wall demolished, fence at 38 Brewery Road demolished. Traffic still travels too fast, residents trying to leave their properties have no sight lines and little or no time to react to the Brewery Road traffic.

- b) The recent traffic control measures on Boundary Road. Could same be replicated on South Road, Horsell from junction with Morton Road to junction with Russell Road?

Answer from Surrey County Council's local highways manager:

The process for introducing new schemes has been highlighted in the answer to question 1 above. However, for Brewery Road, a vehicle-activated sign was installed for westbound traffic prior to the bend and has recently been brought into operation. For eastbound traffic the recently completed roundabout at Brewery Road / Arthurs Bridge Road will reduce traffic speeds.

ITEM 7 - TABLED

For South Road, a vehicle-activated sign was installed recently for southbound traffic.

The permanent vehicle activated signs installed at both of these roads collect traffic volume and speed data, which will be monitored.