



**LOCAL COMMITTEE
(WOKING)**

**MEMBER QUESTIONS
7 July 2010**

1. Questions from Cllr Glynis Preshaw, Woking Borough Council

The estimated cost of the A322 Bagshot Road pedestrian/cycle crossing outside the Total garage in Brookwood (known locally as Fishwick Island) was £25,000 (Local Committee Meeting 22 October 2009 Woking Cycling Town – Bid to Cycling England – Annex C Agenda item 8). As a result of increased traffic congestion and the serious concerns of local residents and road users regarding the safety of pedestrians, cyclists and motorists a Road Safety Audit was commissioned. The Audit report recommends a number of remedial measures to combat the problems caused by the island. What costs were incurred in commissioning and carrying out the audit and subsequent report? What is the cost of the proposed remedial measures to the refuge and the possible rephasing of the Brookwood traffic lights? If these measures do not solve the problems caused by the island what would be the cost of removing the refuge and returning the road to its original condition? At a time when financial resources are so scarce and the County Highways Budget has been slashed how will the recommended works be financed?

Answer from Chairman on behalf of the committee

A Road Safety Audit is normally requested on 'minor improvement' schemes and the pedestrian / cycle island is no different and therefore was the subject of a Stage 2 (pre-construction) and Stage 3 (post construction) Audits and therefore was not commissioned due to the concerns raised by residents.

The cost of carrying out the Road Safety Audit at Stage 2 and Stage 3 was approximately £500. This was met by the Cycling England funding for the scheme.

The estimated costs of carrying out the recommendations within the Road Safety report (Stage 3) are £3,000. The majority of these costs are the traffic management whereby the Brookwood Cross Roads traffic lights are switched off and the junction is placed under a temporary 4-phase traffic signal control. These works would also be carried out on a Saturday.

The estimated costs to re-phase the traffic signals are up to £3,000. This would provide a longer phase for southbound traffic (towards Guildford/Brookwood Lye Road) and the right turn into Connaught Road would go after or during the southbound flow, where at present it does not.

The costs of removing the island, drop kerbs and reinstating the carriageway and footway together with relocating signs is estimated at £10,000. Again, the majority of these costs are within the traffic management, but this would be over two days (Saturday and Sunday).

With reference to funding, there is no budget allocated for the recommendations contained within the Road Safety Audit (Stage 3), therefore to carry out these works funding would need to be drawn from the Minor Improvements to the Network budget that forms part of the Cycle Woking programme for 2010/11. This would mean that a scheme or schemes to the value of £3,000 would not be implemented this financial year.

In relation to the removal of the island and associated dropped kerbs etc, this has not been budgeted for during 2010/11 and funding does not exist to carry out this work at the present time.

2. Questions from Diana Smith, Surrey County Council

Please could the Local Highways Manager update:

- a) Progress on items i, iv, and v in the motion relating to Warbury Lane (item 13) at this Committee's meeting on the 22 October.
- b) The refreshment of road markings on Knaphill High Street. (This road had been prioritised for major maintenance, but now we are told no money has been allocated.) Is there any further indication of when Knaphill High

Street will receive major maintenance, and if this is not for the foreseeable future will the road markings be restored before major maintenance?

Answer from Chairman on behalf of the committee

a) All of the signage in Warbury Lane is in order. However, despite an order having been raised for our contractor for the lining work to be undertaken and some initial vegetation removal by the Community Gang to facilitate the lining work, this has still not been undertaken by our contractor. We are continuing to press for this work to be done.

Warbury Lane is currently ranked 33rd on our work programme of 48 schemes. There is no Integrated Transport Scheme (ITS) budget this year and there is unlikely to be one for the next 4 years or so. The bollards were replaced at the end of the last financial year using funds that would otherwise have constituted an underspend. The bollards at the beginning and end of the one-way section were replaced using steel-cored bollards for greater strength. They were installed correctly but even so, they have clearly sustained severe and deliberate damage. Two sets of the intermediate bollards were replaced on a like for like basis and in each location, one bollard has been completely sheared off at the base.

A heavy flail to remove a lot of the vegetation along the one-way section is due to be undertaken. It will be included in a programme of flailing but we are awaiting costs from our contractor to determine how much of this programme can be undertaken. There is no intention to reduce the scope of the flailing work to be done in Warbury Lane but until we know overall costs and, therefore, what can be done, we cannot issue a works order. The flailing will require a temporary road closure and we will endeavour to get the lining work done at the same time.

An agenda item was taken to the Surrey Heath Local Committee meeting in February and the resolution from the Local Committee (Woking) meeting that Cllr Smith refers to in her question was quoted in full, for information. The agenda is available on the SCC website, although the minutes are not. Clearly, this matter will be discussed with the Surrey Heath Local Committee in greater detail when the Warbury Lane item is reached on our Integrated Transport Programme. When funding is made available again, the items on our ITS programme will undoubtedly have to be re-assessed and this may alter their ranking. However, it is clear that it will be a number of years yet before Warbury Lane is considered.

b) Regrettably Knaphill High Street was one of the roads dropped from this year's programme after the April review. The twenty or so such deletions will be at the top of the rolling programme for next year's works, but it is not possible to guarantee what will be achievable in 2011-12.

That being the case, the question of road markings is a pertinent one. It is our view that in the circumstances we should undertake refreshment of markings, both in High Street and the top (red) section of Broadway (which

is to be done together with the High Street in the major maintenance plan). This has been included in the list of lining works proposed for this year, which is being priced up, and will be confirmed shortly.

3. Questions from Cllr Tony Branagan, Woking Borough Council

Question 1:

During the snow fall last December a resident found the salt/sand container at the bottom of Horsell Rise full of water because the lid does not fit. It was reported to SCC (Ref 83050597). The matter has still not been addressed. Please could you explain what is happening?

Whilst not in the remit of the local committee, the Chairman has asked an officer who has given the following response:

All grit bins will be reviewed by the County Council's Asset Planning Group in advance of the winter season and this will include the number and condition of all such bins within the Woking Borough. We have had problems with water ingress with the type of bin that has used in Horsell Rise and as a result no longer use them. It is highly likely that this one been will be replaced in advance of the winter season as a result of the review.

Question 2:

Could you please let me know when the damage to the footway at the corner of Brewery Road and Chobham Road, and outside Barclays Bank in Horsell will be repaired?

Answer from Chairman on behalf of the committee

Footway Damage at Corner of Brewery Road and Chobham Road - Highway defects are ordered on a prioritisation basis with any safety related defects given priority over more routine repairs . We placed an order to repair this particular section of footway some months ago but, because the usable area of footway is still reasonably wide, it is deemed to be less urgent to repair than many of the other orders issued. The Maintenance Engineer for Woking has raised this outstanding job with colleagues who prioritise Ringway's workload and they will endeavour to undertake repairs as soon as they can.

Footway Damage outside Barclay's Bank - The Community Highways Officer (CHO) for this area has chased EDF on a number of occasions over their need to undertake repairs on this section of footway. EDF have acknowledged the problem is theirs and have agreed to undertake the works but clearly they have not been undertaken as of yet. The CHO will put further pressure on the utility company to undertake these repairs.

4. Questions from Will Forster, Surrey County Council

Question 1:

As I understand, British Gas commenced roadworks on White Rose Lane in April 2009 and these works were scheduled to last ten months.

Please can local residents and I have an update on when these roadworks will come to an end and an explanation for the delay?

To ensure residents have as much advanced warning as possible, please will the County Council list the schedule of planned roadworks currently known that will take place in Woking Borough in the next four months?

Whilst not in the remit of the local committee, the Chairman has asked an officer who has given the following response:

Officers are looking into this and will provide a written answer to Mr Forster outside the meeting. With regard to the schedule of roadworks, a paper will be tabled on this under public engagement item 5.

Question 2:

Please could the County Council clarify why the 675 School Special Bus Service between Windlesham and Send only starts and finishes at Loop Road in Kingfield not St Bede's School in Send as advertised?

Will the County Council ensure that the 675 Service runs it's full advertised route so children attending St Bede's School in Send can be accommodated after being displaced by the withdrawal of the Pegasus Bus Service?

Whilst not in the remit of the local committee, the Chairman has asked an officer who has given the following response:

Service 675 has not operated to/from St. Bede's School in Send since the Pegasus service was introduced. It was not recognised that the service was still being advertised somewhere to the effect that it does. The provider of the 675 is different to that when the Send part of the route last ran ; enquiries can be made of them whether their vehicle and driver would have the time to run through to Send, but if there was an additional cost implication for extending the route, no funding has been provided to Passenger Transport Group to replace Pegasus routes carrying non-statutorily entitled students.

Question 3:

There are three loading only bays on the junction of Chertsey Road and the High Street under the Albion Square Canopy have been proposed to become overnight taxi ranks.

The Borough Council has now made their designation order to allow the above proposal to be valid. When does the County Council plan to amend the signs and bay markings to allow the bays to be used as overnight taxi ranks?

Also, what if any are the current traffic restrictions on the High Street below the Albion Square Canopy?

Answer from Chairman on behalf of the committee

It had been hoped that the signing and lining changes for these overnight taxi ranks would be included in the work for the various amendments in Woking that the Parking Strategy and Implementation Group reported to Local Committee in February. It would appear that there is no longer a budget to allow these amendments to be progressed and implemented and as a result, the local highways team will endeavour to carry out these changes, although at the current time, we cannot say when this will take place. We will advise Councillor Forster when we have more of an idea when the work will be done"

5. Question from Cllr Richard Wilson, Woking Borough Council

The recent back to back roadworks along the A245 in West Byfleet caused severe delays for motorists in The Byfleets and into Elmbridge. Whilst it is recognised that utility companies need access to our highways, much of this disruption was caused by very poor traffic management. What traffic management guidance is given to utilities, in particular taking into account traffic flow variances during the day along busy through routes in the Borough such as the A245?

Whilst not in the remit of the local committee, the Chairman has asked an officer who has given the following response:

All traffic management at utility works and at highway works by highways authorities must comply with the detailed requirements of both Chapter 8 of the Traffic Signs Manual and also the Code of Practice for Safety at Street Works and Road Works.

In addition, there is a condition applied to all approvals for the use of temporary traffic signals granted by the county council, requiring that on designated Traffic Routes and during traffic sensitive hours (generally 07:30 to 09:30 and 16:30 to 18:30), such signals must be manually operated by a competent operative to ensure that traffic flows are adequately managed and balanced according to the predominant traffic flow.

With regard to recent events at West Byfleet, works by Southern Gas Networks (SGN) on Parvis Road and Old Woking Road, and works on behalf of both EDF Energy and the Broadoaks development were planned in consultation with the Streetworks Team, coordinated to avoid any extra traffic that may have been generated by the Seven Hills Road closure, to minimise disruption and to complete the works as quickly and efficiently as possible

Unfortunately additional works by Thames Water, which they considered to be emergency works requiring urgent action, were started whilst the SGN scheme was ongoing, despite officers requests to delay these works. The designation of urgent works means that different requirement for advance notification apply, and the authority's powers to direct how and when the works are undertaken cannot be applied in the same way. This was further compounded by yet another set of temporary traffic signals required to deal with an emergency gas leak, and again there was little that we could do to challenge these works under the circumstances. Ideally, the main SGN scheme at Parvis Road / Old Woking Road would have been closed down until both emergency works were completed, but this was not feasible on this occasion, as the SGN works had been temporarily halted because the proposed method of working to get their new main across the main junction was no longer possible and had to be reviewed. The alternative required an emergency road closure to divert traffic away from the junction, to enable them to excavate for the new main. This meant that no works were being carried out, despite the traffic management remaining in place, which understandably caused some concern amongst residents and businesses in the area. Disappointingly, SGN did not provide an information board on site advising of these issues.

So, whilst every effort was made to plan and coordinate the SGN scheme in West Byfleet with Seven Hills Road, the Broadoak development works and associated electrical works by EDF Energy, ultimately emergency works over which we have little control resulted in significant problems and congestion in the area. We continued to pressure Thames Water and SGN throughout to complete their emergency works as quickly as possible, whilst also working with SGN to resolve their difficulties on the main scheme. The emergency works have now both been cleared, and

SGN will restart the next phase of their works following the reopening of Seven Hills Road. We will continue to monitor their progress as required.

6. Question from Cllr Bryan Cross, Woking Borough Council

Would the Local Highways Manager please advise us what arrangements will be put in place within the next two weeks for the handing of important matters and issues that members of this committee wish to raise on Highways?

Would he also please advise us of the position regarding a number of properties adjacent to Lockfield Drive which are suffering from unacceptable vibration now that the Lockfield Drive road surface is so poor?

Will he also please advise what extra funding is being made available from the County's very significant cash reserves to repair and resurfacing the growing number of sub-standard road surfaces in the Borough.

Answer from Chairman on behalf of the committee

Andrew Milne will be covering the duties of the Woking Local Highways Manager until appointments are made under the new Surrey Highways Structure. Members should continue to channel email enquires through wah@surreycc.gov.uk

With regard to Lockfield Drive we have resurfaced a number of sections of the road in recent times. A further section, at the Arthur's Bridge Road junction, is due to be resurfaced within the next few weeks, and this has been funded from the small additional budget we received from central government to assist with winter weather damage. We will look to undertake further resurfacing works on Lockfield Drive as and when funding allows.

With regard to noise and vibration I would point that the problems in Lockfield Drive relate to surface delamination whereby the top 20mm of the carriageway has stripped away. Unfortunately patching works are ineffective in dealing with this type of problem with the only option being expensive full carriageway resurfacing. Whilst surface delamination may cause increased road noise we are unaware of any deep potholes or major damage to the carriageway that would be severe enough to structurally effect nearby residential properties.

We are working to the approved published highways budget. Surrey County Council have, however, been fortunate to receive additional funding in the form of £1.5m from central government to deal with damage to the carriageway caused by the extreme winter weather. A proportion of

this money (£100,000) has been allocated to the Woking area and will fund carriageway repairs to Walton Road and a further section of Lockfield Drive.

7. Question from Cllr Derek McCrum, Woking Borough Council

How many times has the Highways Repair Team been called out to mend potholes on Bonsey Lane in the past 12 months?

Answer from Chairman on behalf of the committee

Highway Repair gangs have visited Bonsey Lane on five occasions in the last twelve months, as follows:

10 August 2009; 25 January 2010; 19/22 February 2010; 4 March 2010; 7 April 2010.

8. Question from Mr Geoff Marlow, Surrey County Council

As a result of a bus shelter at West Byfleet being destroyed by a lorry many months ago the people of West Byfleet have to stand unsheltered in inclement weather while waiting for a bus to Woking and other places. Can I have confirmation that the damaged shelter belongs to Adshell or a company which has taken over from them? Whose responsibility is it to fix this shelter? If this shelter was in the middle of Woking would its owners still be allowed to ignore it. Is there a contract between either WBC or SCC and the owners regarding this shelter? Can we cancel the contract? Is there any way we can get this shelter repaired before next winter?

Whilst not in the remit of the local committee, the Chairman has asked an officer who has given the following response:

The contract with Clear Channel was formalised by Highways Officers around 1997/98. Woking Borough Council's responsibility for highways, traffic and transportation maintenance and improvements ended in 2002, following the withdrawal of the highway agency by Surrey County Council. However, the bus shelter contract remained in the ownership of Woking Borough Council. Surrey County Council highways officers are no longer involved in its management.

The former bus shelter at Rosemount Parade, West Byfleet was one that was owned by Clear Channel, as part of a Borough-wide contract with Woking Borough Council. The management of this contract, together with what shelters are provided, what happens when they are accidentally demolished and pursuing third parties for any damage claims that might arise from damage to shelters are not within the responsibilities of the County Council. The bus shelter contract is owned by Woking Borough Council.

Clear Channel were required to provide a set number of shelters free of charge to Woking Borough Council, this has been satisfied and benefited residents since the start of the contract. Clear Channel are under no obligation to replace bus shelters demolished in road traffic accidents. This contract has enabled Woking Borough Council to provide bus shelters since 1998 at no cost. Woking Borough Council are continuing to liaise with Clear Channel regarding the installation of a shelter at this location.

9. Question from Cllr John Kingsbury, Woking Borough Council

Following the recent sad death of Alec Bedser, the former international cricketer who with his twin brother Eric lived in Woking most of their lives what action is required to seek permission to rename the roundabout at 'Brook House common' the 'Bedser Roundabout'?

Whilst not in the remit of the local committee, the Chairman has asked an officer who has given the following response:

It is the County Council, as Highway Authority, who are responsible for considering all requests for signage on the highway.

Whilst the Brook House Roundabout may not be as widely identified as some of the larger roundabouts or junctions in the Borough renaming it to the Bedser Roundabout would still be likely to cause confusion to drivers and local residents. Roundabout names are often associated with a nearby landmark, public house or nearby area. The Brook House roundabout links with the nearby Brook House office complex and Brook House Common which aids driver navigation. Bedser Roundabout would not fit with these principles.

Perhaps renaming of a local sporting amenity would be more appropriate but if a junction is considered the preferred option a few other roundabouts in the area have no current name such as the one on the Littlewick Road.

I should also point out that any renaming would require new signing either via revised advance direction signs on the approach or nameplate signs on the roundabout itself. New signs, particularly if incorporated in new direction signing are likely to be relatively expensive and it should be pointed out that the County Council have no budget for such works.