

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (WOKING)

DATE: 5 MARCH 2014

SUBJECT: WRITTEN PUBLIC QUESTIONS

DIVISION: WOKING



1. Question from Tony Metcalf

What steps are in hand to ensure that the public are warned at the pump when they purchase petrol or diesel laced with 10% ethanol? If they have a vehicle that is more than 5 years old they will be aware of the hazards 10% ethanol can cause to their fuel system and engine.

Answer from Chairman on behalf of the committee:

The Renewable Transport Fuels Obligation Order 2007 placed a duty on fuel suppliers to use a percentage of renewable fuels in their products. This is currently 5% (E5) of Ethanol in Petrol and 7% of FAME (Fatty-Acid Methyl Ester) in Diesel. There is a requirement under amended legislation that this amount increase to 10% Ethanol (E10) by 2020. Government, in a recent consultation (which can be supplied if required), suggested that it is believed that approximately 12% of the current UK Car Fleet, is either incompatible with this amount of Ethanol (E10) or that the compatibility is unknown.

The current requirement for information to display on the pump includes a number of requirements such as the price, the amount of fuel dispensed, the grade (Usually either unleaded or super in the case of petrol) and to quote the European Standard that the fuel meets (EN228 Automotive Fuels: Petrol, in the case of the question). Currently where fuels contain more than 7% of renewable fuels, they must be labelled as "Contains Biofuel, not suitable for all vehicles".

The government recently introduced the Motor Fuel (Composition and Content) (Amendment) Order 2013, which requires that super unleaded fuels remain at 5% Ethanol content (E5) until the 1 January 2017. It is not yet clear what will be the case with the more popular standard unleaded product. It will be a commercial decision for the various fuel suppliers to decide if and when they introduce an E10 grade between now and 1 January 2017. Should this be introduced, it is likely that labelling to show the higher level of Ethanol would be introduced by new legislation if such labelling was not required by current legislation. This would remain the case, at least until all petrol grades become E10.

2. Question from Peter Hefford

I wrote to Surrey County Council last year asking why the above-mentioned footpath was not completed at the Horsell Park end. Their reply (ref. MG55057324 dated 16 December 2013) from Matt Borrie stated that the unmade section is private and not maintained by Surrey Highways. The narrow tarmac section is due for repair.

The tarmac section is mainly used by pedestrians and the unmade section by cyclists. Both are hazardous during the winter and an eyesore always. How can the ownership of the mud be established and the nice wide footpath be taken through to Horsell Park.

Answer from Chairman on behalf of the committee:

Public Footpath 19 Woking runs in part between Brewery Road and Horsell Park. As such the county council as Highway Authority has a vested interest in the surface of the legal width of the footpath. In this case the tarmac section which has a recorded width of 1.8m. The Countryside Access team manage the public footpath and although recognise the value of the route do not have funding for carrying out such improvement works. It may be possible to secure planning/ development monies to surface the 1.8 m width and they will put this project forward for any suitable funding. To surface the additional 'muddy' width would require the permission of the landowner. Our initial investigations show that this land is unregistered and with no obvious owner. We would therefore need to take legal advice as to how we may surface the full width, if any funding became available.

3. Question from Mr K Simmons

Further to the request in the "Horsell Residences' Association" please will arrange for the following points to be put to SCC Local Committee, on the 5th of March 2014.

Reference the first new lamp post in Wheatsheaf Close from the Chobham Road. Please will you ask for a review in relationship to the shading of the light due to tree foliage. The first two attempts of clipping the twigs have extended the beam by a few degrees. However the major problem is a bough of a bough 12 inches in diameter that requires a chain saw. The problem of the reduced beam is that one is unable to see and avoid the large puddles that exist on the walk way.

Answer from Chairman on behalf of the committee:

There is a need to establish a reasonable balance between allowing light from streetlights to fall on the public highway, and retaining the green and leafy character of many of our roads. This balance needs to take into account factors such as the likely level of pedestrian and vehicular use, and also the character of the road itself. In the case of Column 1, which is located in Wheatsheaf Close, Woking, allowing full dispersal of light would require the loss of significant amounts of vegetation, both from public highway maintained trees, and also those located on private property. Having assessed this site, it is not considered practical to achieve full dispersal. However, the vegetation in the immediate vicinity of the column is overhanging from private property, and Surrey Highways will take the matter up with the property owner to ensure that this vegetation is trimmed back, so that dispersal of light from this column is improved.