



**LOCAL COMMITTEE
(WOKING)**

**MEMBER QUESTIONS
20th October 2008**

1. Question from Cllr Tony Branagan, Woking Borough Council:

This sign has been in situ for months and is still not in operation, as the connection has to be made by EDF. Members have been advised that meetings take place on a regular basis between SCC and the Utility Companies, but the priorities of the various parties are very different. Can some pressure be brought so the signs in situ throughout Borough be activated as a priority? Please advise a date of connection on the sign on Brewery Rd

Answer from Surrey County Council's Local Highways Manager:

The Vehicle Activated Sign within Brewery Road was installed by a specialist sign supply company contracted to the County Council. This company is also responsible for obtaining the electrical connections to all of these types of signs, using EDF. In this instance EDF will be contracted to the sign supply company and not the County Council, as the electrical compliance certificate is issued by them and not the County Council. However, pressure has and will continue to be applied to resolve this outstanding issue and payments are being held by the County Council. At the time of answering this question a date for connection of the electric supply has not been made available.

2. Question from Cllr Tony Branagan, Woking Borough Council:

It is appreciated that resources are scarce, but a blind resident has requested consideration be given to increasing the frequency of the no. 73 bus makes towards Woking. At present the last bus to Woking leaves at 1615 hours, while the last bus to Horsell is somewhat later. There is no bus on Sundays. Could consideration be given for increasing services on the no.73?

Answer from Surrey County Council's Passenger Transport service:

Later evening and Sunday buses on a route like the 73 are always welcome additions. However, unfortunately the County Council is not in a position to support them due to budgetary constraints. The Bus Service budget is already fully-committed in maintaining the existing network of supported services countywide. There are hourly evening services up to 10.30pm, Mondays to Saturdays, between Woking and Horsell on route 28, although this runs via Brewery Road and Church Hill rather than via Well Lane and Ormonde Road as the 73 does. Consideration could be given to running some or all of these via route 73, although this could be to the detriment of those people wishing to use stops on the existing Brewery Road/Church Hill route. Local feedback would be welcome on this suggestion before taking the matter further. In general, the County Council will take any future opportunity to improve bus services and accessibility, although this would need to be affordable within the overall funding available and sustainable in the longer term.

3. Question from Cllr Tony Branagan, Woking Borough Council:

Some 10 years ago the replacement of the street lighting in all of Surrey was under consideration. Is this project still being actively pursued? I understand this to be a PFI issue.

Answer from Surrey County Council's Local Highways Manager

The County Council is progressing with a PFI contract for its street lighting

OBC to Government Procurement Review Group for final approval and allocation of credits.	18 Nov 08
Issue BAFO documentation to bidders	End November 08
BAFO submissions returned	December 08
Draft Final Business Case to DfT	January 09
Preferred Bidder appointment & Final Negotiations	March 09
Contract award	April 09
Mobilisation begins	Apr – Jun 09
Contract commencement	June 09

stock. The PFI Project Plan milestones are as follows:

4. Question from John Doran, Surrey County Council:

How many people are using the community transport bus from Chobham to Woking and back? What impact has this had on ridership of the 73 bus route. What is the net cost? Who is paying?

Answer from Surrey County Council's Passenger Transport service:

The Chobham-Woking Shuttle service is a local initiative administered by the Chobham Community Interest Co. (C.C.I.C.). Running during peak hours, Mondays to Fridays, the majority of its usage is seemingly new business, suggesting a reduction in car journeys. From mid May, when it started, until the first week of September 2008, 1130 passenger journeys have been recorded. There has been no observed or reported impact on conventional bus service 73 (Chobham-Horsell-Woking), which the Shuttle service complements. The service has had a net cost of £7,250 in its first 17 weeks. Start-up funding has been provided by Surrey Heath Borough Council and Surrey County Council, until the service is in a position to be self-sustainable. Currently, C.C.I.C. are reviewing the service offer and considering further marketing activity.

5. Question from John Doran, Surrey County Council:

Earlier this year a petition was presented to the committee for a crossing on Chobham Road. When is this likely to be programmed and what effect has the halving of funds for safety schemes had on this?

Answer from Surrey County Council's Local Highways Manager:

The Local Transport Plan sub group of this Committee are due to meet on the 4 December 2008 to discuss the process for allocating the devolved Local Transport Plan funding for the 2009/10 financial year. The 'Allocation Pool' and draft 5-year Programme will then be rated by officers and presented to the planned Local Committee for Woking on the 16 February 2009. At the present time the County Council has not determined its funding for the forthcoming financial year and therefore it is unknown where this scheme will be placed within the programme.

6. Question from John Doran, Surrey County Council:

The Building Schools for the Future (BSF) programme is promising to deliver greatly enhanced secondary school facilities. When is this likely to happen in Woking and what are the likely plans for local schools?

Answer from Surrey County Council's BSF Programme Manager:

Surrey is in the early stages of preparing for entry to the Building Schools for the Future (BSF) programme and have not yet be invited by the Government to join the programme. An expression of interest is being prepared to be submitted at the end of November upon which the Government will reprioritise the national programme (results expected early 2009). Government will be prioritising all authorities not yet in the programme upon attainment and deprivation indicators only.

BSF is a long term programme and based on the guidance, the earliest possible construction date for Surrey's first BSF schools would be in 2012/13. However, given the scale and complexity of the programme it would be impossible to undertake the process of upgrading all schools in one go, therefore investment is likely to be spread over several years. As a large authority, Surrey will divide its schools up into a number of phased 'projects'.

The point at which any school is involved in rebuilding and refurbishing depends on which phase it has been grouped in, and Government decisions on the order in which a project will be financed.

Given that Surrey does not yet know where it will fall in the national programme or the level of funding that will be available, the Local Authority is not yet in a position in which it is able to put forward its plans on when schools would be delivered through BSF and hence where they might fall in the programme. A member briefing on BSF will shortly be issued to all members and more information on Surrey's BSF programme will be provided once Government has reprioritised the national programme early in the New Year.

7. Question from Diana Smith, Surrey County Council:

During a Police Panel Meeting residents raised concerns about safety at the mini-roundabout in Oaktree Road at the junction with Sparvel Road, Knaphill. The road markings are currently faded and unclear, and the space in the road is very limited making it 'tight' to get around.

In the short term, when can the signage be improved and the markings renewed?

In the longer term, if the Brookwood Farm site is developed and a new exit onto Bagshot Road created, what will be the effect on this mini-roundabout?

Residents of Oaktree Road would also like the road surface repaired. Does the Local Highways Manager consider it is in a condition that requires repair, and if so, when can improvements take place?

Answer from Surrey County Council's Local Highway Manager:

The roundabout and other works in Oak Tree Road were built under a S278 but have been adopted, so maintenance and any improvement would be the County Council's responsibility as highway authority. The site has been inspected and the road markings are beginning to fade but not significantly enough to warrant a refresh. The lining will be monitored during normal inspections. Although the road space is 'tight' this does keep traffic speeds low. However, any physical improvement to this road would need to be funded from the devolved Local Transport Plan budget and taking into account the existing schemes within the 'Assessment Pool' and programme this would be rated as a low priority.

As part of any future planning application for development at Brookwood Farm, the developer will be required to assess the development transport impact, including on this mini-roundabout, if the development is intended to access via the existing Oak Tree Road estate

The road has been inspected and there are no significant defects that warrant a repair. However, the road will continue to be inspected by the Highways Inspector and the Community Highways Inspector.