



# **Woking Joint Committee**

**Together shaping our Borough**

## **Supplementary Agenda**

6.00pm – 9.30pm  
Wednesday, 24 March 2021

Virtual meeting

## **SUPPLEMENTARY AGENDA**

### **WRITTEN PUBLIC QUESTIONS**

To answer any questions from residents or businesses within the Woking Borough area in accordance with Standing Order 14.2. Notice should be given in writing or email to the Community Partnership and Committee Officer by 12 noon four working days before the meeting.

Five written questions have been received and the questions and answers given are attached.

### **WRITTEN MEMBER QUESTIONS**

To receive any written questions from members under Standing Order 13. The deadline for member questions is 12 noon four working days before the meeting.

Eight written questions have been received and the questions and answers given are attached.

**4.3**



## WOKING JOINT COMMITTEE

**DATE:** 24 MARCH 2021  
**SUBJECT:** WRITTEN PUBLIC QUESTIONS  
**DIVISION:** WOKING

### Question 1: Linda Murray, resident of Vale Farm Road

What do Councillors plan to implement to resolve the traffic issues with the drive through McDonald's at 80 Goldsworth Rd in Woking GU21 6NX? There are several issues of concern:

1. The traffic is often backed up from the roundabout on Goldsworth Rd/Vale Farm Rd to Barn Bridge in one direction and as far as the Coign church on Goldsworth Rd in the other direction.
2. The cars are idling while they queue releasing noxious exhaust fumes into the air, polluting our local environment and this will result in long term health issues for residents.
3. To avoid the traffic jams, cars are turning down Oaks Rd and travelling at speed in the wrong direction along Vale Farm Rd. which is one way from Oaks Rd and narrow with poor visibility on some sections. It is only a matter of time until there is an accident. I regularly observe cars traveling the wrong way along Vale Farm Rd outside my house, and recently narrowly avoided a collision with a car doing exactly that.

I look forward to hearing what Councillors plan to implement to resolve these issues.

### **Answer**

As the response to the petition about this issue states, no traffic management measures could be identified during the meetings that were held prior to the McDonald's Drive-thru reopening last year. Although we will hold another such meeting, it is unlikely that any solution will be identified.

## ITEM 5

Routing traffic along Poole Road, as the petition response mentions, comes with its own problems and the lengths of queue that Ms Murray refers to suggests that traffic would still back up on to Goldsworth Road.

Unfortunately, we cannot compel drivers to turn their engines off when they are in stationary traffic.

The issue of traffic driving against the one-way in Vale Farm Road has not been reported before and having discussed this with one of our points of contact at Surrey Police, he could find no previous report of it. He will, however, aim to visit the site during a period of queuing to witness the situation and take any necessary enforcement action against any offending drivers.

### **Q2 Phil Stubbs, Knaphill resident**

#### **BROOKWOOD COUNTRY PARK**

Who is responsible for the section of the park that lies between Brookwood Farm housing and the Basingstoke Canal? Woking Borough Council or Cala Homes?

I ask this question because of the state of the hard surface footpath and the waterways that cross the land. The hard surface footpath is a disgrace and frequently flooded. Two years ago I was informed by a senior WBC manager that the footpath, constructed by Cala Homes, was below standard but it appears no action has been taken to improve the footpath.

The waterways that crisscross the park are full of silt and vegetation. This does not help in the flow of water off the land and contrary to the Council's own guidelines on the maintenance of waterways and ditches.

#### **Answer**

“The open land between the Basingstoke Canal and Brookwood Farm housing is still the responsibility of CALA homes as it has not yet been officially transferred to Woking Borough Council. There are still some outstanding planning related issues that need resolving before the official hand over can occur and Woking Borough council officers are working with CALA Homes to get these resolved.

The footpath mentioned is one of the issues that has been raised with CALA especially the lack of surface water drainage, plans have been submitted which involve the creation of swales adjacent to the footpath and will also include re-profiling of the footpath to allow it to drain to these swales, however where the footpath crosses the floodplain of the Cowshot Stream it will still be subject to occasional flooding.

Although the land is still the responsibility of CALA homes, Woking Borough council has carried out vegetation clearance work to the watercourses to allow them to be surveyed and further vegetation clearance is planned this month

which will involve removal of any blockages within the waterway. This will continue annually as with all other council maintained watercourses within the Borough”.

### **Q3 – Adam Kirby, local resident**

Will the Woking Joint Committee urgently install better lighting for the darkest parts of our local paths?

This would be a start towards making everyone, and women in particular, feel safer and more confident walking after dark. I have spoken to dozens of local people to identify a starter list of darkness "crunch points" in Horsell. We have a number of local paths that start off partly lit and then for short distances (often where lighting is prioritised only for road vehicles) pedestrians face dark and often intimidating dark "gaps".

This is a starter list of locations I have heard repeated several times each locally and which due to their relative shortness could be easily improved with a few light fittings.

Urgent "dark spots" in Horsell (but totalling just 150 metres length unlit)

- 1) Path between Horsell Moor and the Basingstoke Canal near WWF (approx 20 metres length unlit)
- 2) Path connecting Well Path to Merrivale Gardens (approx 20 metres unlit)
- 3) Path alongside Bullbeggars Lane running between a section with tall trees on both sides (approx 20 metres length unlit)
- 4) Path connecting Bridge Close and Arthur's Bridge Road (approx 30 metres unlit)
- 5) Grobars Avenue to South Road (approx 30 metres unlit)
- 6) Well Path to Holyoake Crescent (approx 30 metres unlit)

Further areas to consider for better lighting:

- \* Path network connecting Pares Close, Horsell Vale, Wilson Way and Ridgeway
- \* Remaining path network between Cheapside, Momrton Road and Grobars Avenue
- \* Side road sections connecting Horsell Moor and Brewery Road

Here are a selection of anonymised direct quotes from local people I've received in Horsell just in the last 24 hours:

- "There are a number of areas in our immediate area which are particularly dark and have never really felt safe to me"
- "It makes for a very anxious walk home"
- "After the tall hedge starts... I always quicken my step when it's dark... even if it's only 5/6pm in winter."
- "I've always thought the path... is very dark and creepy. So if that was lit, it would be a great result."

## ITEM 5

- "I have always found it stressful to walk in these areas at night, especially knowing people have been attacked yet they remain poorly lit and unsafe."
- "We have just accepted this constant state of anxiety as part of our everyday lives for a long time... just a small addition of better lighting would definitely alleviate some of that anxiety."

Wildlife, neighbours, cost and light pollution considerations can all be managed with lower height fittings and/or motion sensitive lights in places.

People locally do feel that pedestrian safety should be better prioritised.

**AND**

### **Q4 – Kate Wright, Horsell resident**

I wanted to request council support/ funding for putting in some lighting on both sides of Bullbeggars Lane near the Sythwood junction.

Both sides of the pavement are very dark for long stretches with no lighting on either side (when it is dark in the evenings). When you are walking along either side this feels dangerous and unsafe. Anyone could be waiting there and you wouldn't know and no one would be able to see if anything happened to you or if you needed help. They are also enclosed, with high hedges on one side and trees/hedges on the other side.

It can be very scary to walk through on your own at night or just when it's dark in the winter and not even late. If I have to walk that way I run through as fast as I can! Several other local residents have commented that they are scared of walking through that way on either side of the road because of the lack of lighting and enclosed nature. One mum told me she was walked on the road to avoid it which I have also considered, but clearly not a great option either as also dangerous. This demonstrates how vulnerable people feel walking through there and particularly women.

Are Surrey CC able to support putting lighting in place on both stretches of that pavement and also consider cutting down the hedging on one side so it is more open? myself and other local residents would be very grateful for the support.

### **Answer to Q3 and Q4 from Michael Dawson, Customer Service & Information Manager, Local Highway Service**

Thank you for raising your concerns. Surrey County Council takes safety and crime prevention very seriously. We always want to listen to residents and work together to provide the safest environment possible. While a blanket approach to every area and community across Surrey would not be appropriate in terms of street lighting, we work closely with the police to consider any necessary

changes to deal with crime. If there are concerns over crime or safety these should be raised with Surrey Police.

Where streetlights are present they are only switched off between 1am and 5am and those on main roads and in town centres remain on all night. Lights on high pedestrian routes and around train stations remain on for an hour after the last train which may be later than 1am.

In certain circumstances it is possible for third parties; councillors, parish councils, etc. to fund additional lights, or for committees to allocate funding. If Members wish to promote any of these schemes over and above existing priorities, these can be considered for future inclusions, subject to feasibility, crime levels and other priorities

**Answer to Q3 and Q4 from Camilla Edmiston, Woking Community Safety Team**

The different organisations within the Safer Woking Partnership work closely together to address any areas or issues that are highlighted to us where there is a concern of crime or antisocial behaviour. We use a problem solving approach and effective partnership working through the Joint Action Group (JAG) that addresses problem locations or series crime. When a location is identified and nominated to the JAG, the multi agency group considers what can be done to address the problems and identifies the agencies to do this. For example, this can include reviewing hedge height, cutting back vegetation or improving lighting where applicable and then working with the relevant department or organisation to achieve an outcome.

We would encourage all residents to contact Police if an incident occurs or Woking Borough Council regarding antisocial behaviour in order to identify any emerging trends at the earliest opportunity.

**Q5 – Marian Malcher, local resident**

"Will Woking Borough Council and Surrey County Council support the Climate and Ecological Emergency Bill?"

A proposed Council motion is here:

[https://docs.google.com/document/d/1gqbQzig0ljFfM-LGlcQ\\_LxUcQ87hRgBeSUV8oWupjPk/edit](https://docs.google.com/document/d/1gqbQzig0ljFfM-LGlcQ_LxUcQ87hRgBeSUV8oWupjPk/edit)

More information may be found here: <https://www.ceebill.uk/bill>

**Answer from Nicole Clucas, Climate Change Programme Manager at SCC and Woking Borough Council**

Thank you for your question regarding the Climate and Ecological Emergency (CEE) bill.

## ITEM 5

The Government is due to publish a comprehensive Net Zero Carbon strategy in the lead up to COP 26. I believe this will encompass several of the elements outlined in the CEE bill including ensuring the UK's carbon footprint is more fully accounted for and protecting biodiversity and natural capital. Our collective response will be dependent upon what is included in this strategy and so we are not in a position to support this bill at present.

The ethos of the CEE Bill is demonstrated locally through the activities shown in the [Woking 2050 strategy](#), [Climate Emergency Action Plan](#), and [Planet Woking](#) initiative, and through [Surrey's Climate Change Strategy](#). Coupled with our respective climate and ecological emergency declarations and the many accelerated actions we are delivering towards the goal of carbon neutrality, supported by the continued political will and strategic frameworks of both councils, our local MP and others need no further encouragement to support the Bill.

Both Surrey County Council and Woking Borough Council are fully committed to delivering our respective strategies and officers are currently working on a number of programmes including those covered by the CEE Bill. This includes the development of a Land Use Management Framework. The Framework will inform decisions about how we use land to ensure the environmental values of the land (be they carbon sequestration or biodiversity and the secondary benefits – such as public health, local economy) are understood. It includes work to value Surrey's natural capital as a whole and identify priority sites for investment to improve biodiversity and enhance natural habitats. We are also committed to planting more trees and woodlands in the county and are providing free trees and hedgerows at all Surrey Schools, free trees for urban areas and along the highways and new woodland sites on SCC land.

We will continue to work in partnership on climate change and other environment issues and we are committed to delivering approaches that build economies of scale and support the delivery of our ambitious carbon reduction targets.

We trust this provides you with a sufficient overview of our work to date and how it aligns with the proposed bill.





## **WOKING JOINT COMMITTEE**

**DATE: 24 MAR 2021**

**SUBJECT: WRITTEN MEMBER QUESTIONS**

**DIVISION: WOKING**

### **Question 1 – from County Councillor Will Forster**

Please can the Council confirm if the roads of the Kingsmoor Park development in Westfield have been adopted into the public highway?

#### **Answer**

It is the intention to adopt these roads and the process has started but at the time of writing this response, we have yet to receive an update from our colleagues in our Transport Development Planning team. We hope to be able to provide an update at the Joint Committee meeting.

### **Question 2 – from County Councillor Will Forster**

Since the speed limit on the A320 in the Barnsbury and Mayford areas of Woking was lowered, Surrey Police has recorded 6 examples of excess speed along the road.

Please can the County Council give its view on how successful it thinks the speed limit reduction has been? Does the Council believe the signage is sufficient to alert motorists that the speed limit has changed?

#### **Answer**

Speed surveys were undertaken at a number of locations along Egley Road in June 2019 as the first stage in the speed limit review. The speed limit was changed in March 2020, just as the Coronavirus pandemic reached the UK and the first national lockdown was imposed. The initial suspension of all non-safety critical work on the highway meant that some elements of the scheme were delayed slightly, including two Vehicle Activated signs between the Hoe Valley School entrance and a point just north of Almond Avenue but these were installed in June 2020. Temporary signs, advising of the change of speed limit, were also erected at the points where the speed limit previously changed.

## ITEM 6

Councillor Forster will be aware that in a road that is subject to a 30mph and which is illuminated by a system of streetlights, no additional static speed limit repeater signs are permitted.

In accordance with our speed limit policy, speed surveys were carried out after the introduction of the lower limit.

There has been a general increase in vehicle speeds since the beginning of the pandemic because of the lower volume of traffic on the highway network. Our colleagues in our Safety Engineering Team have reported that, like the pandemic, this is a global issue and is not restricted to Surrey or Great Britain. Despite this, surveys undertaken in the first week of November 2020 (ie at the beginning of the second lockdown) and at the same locations as the initial surveys, showed a slight decrease in mean speeds at each survey site. Whilst these reductions are not significant, they are in line with what would be expected on a road such as this. Although the corresponding 85<sup>th</sup> percentile speeds (the speed at which, or below, 85% of vehicles are travelling) are still a little higher than we would like to see for a 30mph speed limit, these, too, all show a slight decrease as shown in the table below. The highest speeds are at Site 2, which is the change point from 50mph to 30mph south of the Mayford Roundabout, but such high speeds are not recorded north of the roundabout.

These results were shared with Councillor Forster in December 2020.

SITE REF	LOCATION	DIRECTION	MEAN SPEED BEFORE	MEAN SPEED AFTER	85 <sup>TH</sup> PERCENTILE SPEED BEFORE	85 <sup>TH</sup> PERCENTILE SPEED AFTER
Site1	B380 Guildford Road near bridge	Eastbound	34.7	33.3	39.8	38.8
		Westbound	32.6	30.3	37.7	35.1
Site 2	A320 at speed limit change south of Mayford roundabout	Northbound	41.5	39	47.3	45.1
		Southbound	40.9	37.8	45.9	43.4
Site 3	LC 42 near j/w Drakes Way	Northbound	31.1	30.8	37.6	37.1
		Southbound	33.3	31.3	39.2	36.5
Site 4	LC 32 approx mid-way between Hoe Valley Sch and Almond Ave	Northbound	37.1	34.7	42.1	40.1

		Southbound	35.8	33.3	40.6	38.9
Site 5	LC19 near ped island south of j/w Old Hill	Northbound	33.2	31.6	38.2	36.3
		Southbound	34.2	33.3	38.9	38.2
Site 6	Direction sign near j/w Turnoak Lane	Northbound	28.7	28.2	35.5	35
		Southbound	33.3	32.6	38	37

As mentioned previously, the reduction in speeds along Egley Road are in line with what would be expected, and the recorded mean speeds indicate relatively good compliance with the speed limit, and we consider the speed limit reduction to have been successful. Whilst drivers entering the speed limit from an existing 30mph will not pass any regulatory signs indicating the 30mph (because no such signs are permitted) they will pass the temporary signs that advise them of the reduced limit. These temporary signs are still in place and many drivers, if they are regular users of the road, will have passed them numerous times. Drivers who are new to the area will not pass any signs that would lead them to believe that the road is subject to a higher limit and all drivers approaching from the south will pass the 30mph signs on the A320. There are also two Vehicle Activated Signs along the road and, consequently, we are satisfied that the speed limit is sufficient to alert any motorist who is paying the correct attention to the road environment of the 30mph speed limit.

### **Question 3 and 4 – from County Councillor Will Forster**

Surrey County Council has previously committed to road resurfacing in Blanchards Hill in Jacobs Well (just outside of the Woking Borough boundary), Loop Road in Kingfield, White Rose Lane in Woking and Whitmoor Lane in Sutton Green in 2021/22.

Please can the Council confirm when the above resurfacing work in or around my division will happen?

And

The County Council is scheduled to resurface the pavement in Bonsey Close in Westfield in the 2021/22 financial year. Please can the Council state when this work will take place?

### **Answer**

The final programme for resurfacing works across the County is still being finalised. At present, we are advised that for carriageway works:-

Blanchards Hill and Whitmoor Lane are both scheduled for May. For White Rose Lane no date is presently available, and for Loop Road, this is

## ITEM 6

not scheduled for 2021/22, and is instead included in the 'Future Years' schemes list.

For footway resurfacing, no date is presently available for when Bonsey Lane will be resurfaced.

Information on the County resurfacing programmes is available on the Surrey County Council website and is regularly updated. For anyone interested in these or other locations, it is recommended to check the published information for updates.

### **Q5 from Councillor Ann Marie Barker**

Following the government announcement that the Safer Streets fund is to be increased, are there any plans to bid for funding that will improve lighting or provide CCTV in the local area?

#### **Answer**

The Government Safer Streets Fund 2021/22 announced in Jan 21 that a further £20m was available. With maximum bids of £432k, around 50 projects nationally will be funded.

However, there can only be three bids for each PCC area (so a maximum of 3 bids for Surrey). The PCC needs to support each bid and put them in priority order and there is a threshold for crime figures.

Although the Community Safety Team and the Inspector for Woking are always keen to bid for funds, it is unlikely that Woking would be a priority.

### **Q6 from Councillor Ann Marie Barker**

How much of the £6.5 million Active Travel Fund awarded to Surrey from the government will be spent in Woking?

#### **Answer from Roger Williams, Active Travel Programme Manager**

We have a proposed scheme in Sheerwater to West Byfleet, which comprises of a cycle route, valued at circa £2m.

That is the only scheme currently proposed within the borough of Woking.

### **Q7 from Councillor Ann Marie Barker**

How will local bus services improve as a result of the National Bus Strategy?

#### **Answer**

An answer will be provided outside the meeting

**Q8 from Councillor Graham Chrystie**

School Places in Woking Borough for New Term starting this Summer

I understand that there is likely to be a shortage of school places in certain areas of the Borough for the new term.

Parents are keen to ensure their children's education especially after the Pandemic. My points are as follows :

1. Is there a current schedule of available school places and projected applicants? If so please supply or provide a 'link' for the new term this summer.
2. Is there a shortfall of places in certain areas? Please specify.
3. Policy has always been ,as far as possible, to ensure siblings go to the same school. Is this still the case?
4. Is there an up to date projection of educational demand in Woking in the future? If so please supply details.

**Answer from Lauren Comer, Commissioning Manager for North West Surrey Education Place Planning**

In mainstream school forecasting, the county is split into 'planning areas' for both primary and secondary sectors. Planning areas do not have geographical boundaries, but are groups of schools that reflect the local geography, reasonable travel distances and existing pupil movement patterns. Therefore, some planning areas may include schools in different boroughs or districts. Birth data underpins all forecasts. Birth data is collected by the Office for National Statistics (ONS) by electoral ward. Underlying demographic trends are also considered using mid-year population estimates from the ONS alongside fertility rates.

We also collect data on current pupils from the School Census and examine pupil movement patterns between schools, in and out of the county and between educational phases (such as primary to secondary). This allows our forecasting model to establish pupil movement trends, which are then applied to population numbers going forward.

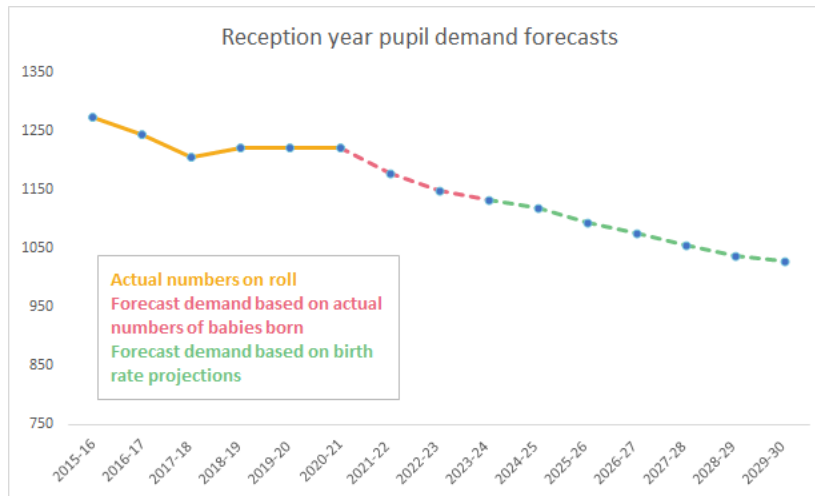
Housing permissions and trajectories are received from the District and Borough councils, and are then combined with birth and pupil movement trends in specialist demographic forecasting software called 'Edge-ucate', which creates pupil projections, in a variety of different formats. These pupil projections allow

ITEM 6

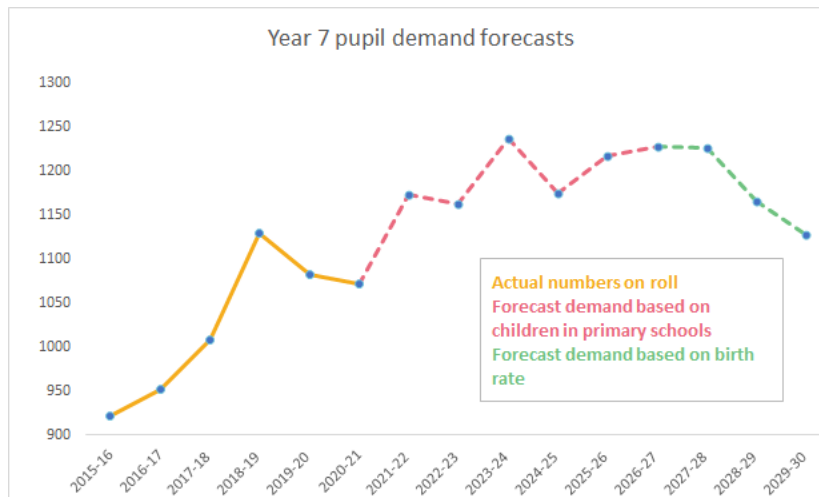
the council to ensure that every Surrey child who requires one is offered a school place.

In the context of Woking, births increased by 37% in the decade to 2012. At their highest, births in the borough reached 1,531 and increased year on year throughout the period. Births have now decreased by 23% since 2012. Woking saw the biggest decrease in births in 2013, dropping by 220. Births in the borough have decreased or plateaued year on year since, reaching a low of 1,177 in 2019. This is lowest birth rate in the borough since 2004.

Primary school place demand is therefore expected to fall throughout the planning period, reflecting the declining birth rate and any areas of exceptional demand will stem from new housing. It is too soon to quantify what effect, if any, the pandemic will have on the birth rate, housing, or migration.



Secondary school place demand mirrors primary demand as the larger cohorts transition to secondary school. Vacant capacity in existing provision in will be utilised where it is reasonable to do so before any additional provision is commissioned. Given the decline at the end of the planning period, any additional provision is likely to be temporary to protect the sustainability of provision.



Demand is not uniform and analysis at borough level can mask local areas of pressure. Housing growth in Sheerwater and West Byfleet and Byfleet areas are most likely to generate additional need for school places which should be accommodated within existing and/or new primary school infrastructure. School provision in these areas is already at or near to capacity, so further strategic planning is required to ascertain the impact the developments may have on school place demand.

In terms of school place availability within Woking, we are only able to provide data from the October 2020 School Census as we do not currently have the full dataset for January 2021 at this time. The data below has been divided into the five planning areas of the borough and includes Pirbright Village Primary School, which is considered to be part of the Knaphill planning area, although geographically lies within the borough of Guildford.

It should be noted that Sythwood Primary School has consulted to reduce its published admissions number (PAN) from 90 to 60 from September 2022.

Name	Phase	School capacity <sup>1</sup>	Number of pupils (Oct 2020)
<b>South Woking</b>			
Barnsbury Primary School	Primary	420	413
Kingfield Primary School	Primary	210	209
Westfield Primary School	Primary	420	452
<b>Knaphill</b>			
Brookwood Primary School	Primary	210	163
Knaphill School	Junior	360	310
St Hugh of Lincoln Catholic Primary School	Primary	210	207
St John's Primary School	Primary	210	192
The Hermitage School	Junior	360	308
Knaphill Lower School	Infant	270	229
The Oaktree School	Infant	270	252
Pirbright Village Primary School	Primary	420	374

<sup>1</sup> Based on PAN and excludes nurseries, specialist centres and bulge classes

ITEM 6

<b>Horsell &amp; Goldsworth</b>			
Beaufort Primary School	Primary	420	438
Goldsworth Primary School	Primary	630	623
Horsell CofE Aided Junior School	Junior	360	345
Sythwood Primary School	Primary	630	537
Horsell Village Infant School	Infant	270	267
<b>Sheerwater &amp; Maybury</b>			
Broadmere Primary Academy	Primary	210	234
Maybury Primary School	Primary	210	207
New Monument Primary Academy	Primary	210	200
St Dunstan's Catholic Primary School	Primary	630	628
<b>Byfleet &amp; West Byfleet</b>			
Byfleet Primary School	Primary	210	236
The Marist Catholic Primary School	Primary	420	417
Pyrford CofE Aided Primary School	Primary	480	478
St Mary's CofE Primary School	Primary	420	400
West Byfleet Community Infant School	Infant	270	270
West Byfleet Junior School	Junior	360	340
	<b>TOTAL</b>	<b>9,090</b>	<b>8,729</b>

Secondary schools in Woking are considered to be in a single planning area. Please note that Hoe Valley School increased their PAN from 120 to 150 with effect from September 2020.

<b>Name</b>	<b>School capacity<sup>2</sup></b>	<b>Number of pupils (Oct 2020)</b>
Bishop David Brown School	750	611
Hoe Valley School	630	686
St John the Baptist Catholic Comprehensive School	1140	1127
The Winston Churchill School	1500	1486
Woking High School	1200	1197
<b>TOTAL</b>	<b>5220</b>	<b>5107</b>

Whilst the majority of schools afford some priority to siblings, not all do and, where priority is given, there can be variation in terms of how much priority is given and whether there are any further conditions applied. The admission criteria that will be used to determine priority must be set by the admission

<sup>2</sup> Based on PAN and excludes specialist centres and bulge classes



authority for each school, in line with the DfE's School Admissions Code and so it is the admission authority that will determine whether or not to give priority to siblings. For community and voluntary controlled schools, the local authority is the admissions authority for the school. For foundation and voluntary aided schools, the governing body of the school is the admissions authority and for academies, the admissions authority is the Academy Trust unless they have delegated responsibility to the Governing Body.

This page is intentionally left blank