

Surrey Transport Plan

Woking Borough Local Transport Strategy & Forward Programme Consultation Report



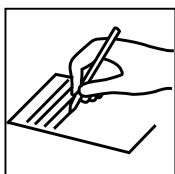
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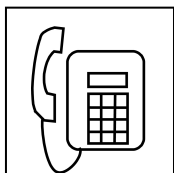
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Surrey Transport Plan, 2011-2026

**Local Transport Strategies and Forward Programmes Tranche 1 Consultation
Report- Woking**

September 2014

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Executive Summary

Extensive consultation and close partnership working are at the heart of the Surrey Transport Plan and our approach to transport in the county.

This report describes the consultation process for the Woking Borough Local Transport Strategy and Forward Programme and how this has shaped the Strategy going forward. All consultation responses received were considered in the revision of the draft strategy.

The county council has produced a Strategic Environmental Assessment screening report and an Equalities Impact Assessment.

Consultation and participation will continue to inform the future revisions of the strategies and the implementation programmes, as these are brought forward.

1 Approach to Consultation

Extensive consultation and close partnership working are at the heart of the Surrey Transport Plan and our approach to transport in the county.

This report describes the consultation process for the Local Transport Strategies and Forward Programmes included in the first tranche of district and district strategies. This report summarises who responded to the consultation, the key issues which emerged from the representations received and how the strategy was revised in consequence.

The main purpose of consulting and engaging on the draft Local Transport Strategies (LTSs) was to:

- a) inform people
- b) get feedback on the Woking Borough Local Transport Strategy
- c) seek local input on the Woking Borough Local Transport Strategy and Forward Programme

The county council would like to thank all those who commented on the Local Transport Strategies and Forward Programmes.

1.1 Consultations undertaken

The following Local Transport Strategies and Forward Programmes were consulted upon as part of Tranche 1 public consultation:

- Elmbridge Local Transport Strategy and Forward Programme
- Epsom and Ewell Local Transport Strategy and Forward Programme
- Mole Valley Local Transport Strategy and Forward Programme
- Spelthorne Local Transport Strategy and Forward Programme
- Woking Borough Local Transport Strategy and Forward Programme

1.2 Consultation process

The strategies were subject to a 6 week online public consultation from 22 May to 2 July 2014. The consultation documents were published on the Surrey county council website. The public and stakeholders were asked three key questions in an online survey in relation to the programme:

1. We have tried to identify the most pressing transport issues impacting the District/District. Are there any other transport problems that we should consider?
2. The strategy looks to support the planned growth within the District/District and mitigate any negative impacts. Are the aims and objectives of the strategy right?
3. Are there any other schemes we should consider that we have not included in the Forward Programme (see Annex)?

The draft local transport strategies and forward programmes were available in hard copies at the District/District Offices and at County Hall. Leaflets and posters were sent to all Surrey libraries in the relevant districts/districts and local council offices.

Information was sent by email to:

- All Surrey Transport Plan consultees
- All County councillors
- All District/District councillors
- All Parish councillors where applicable

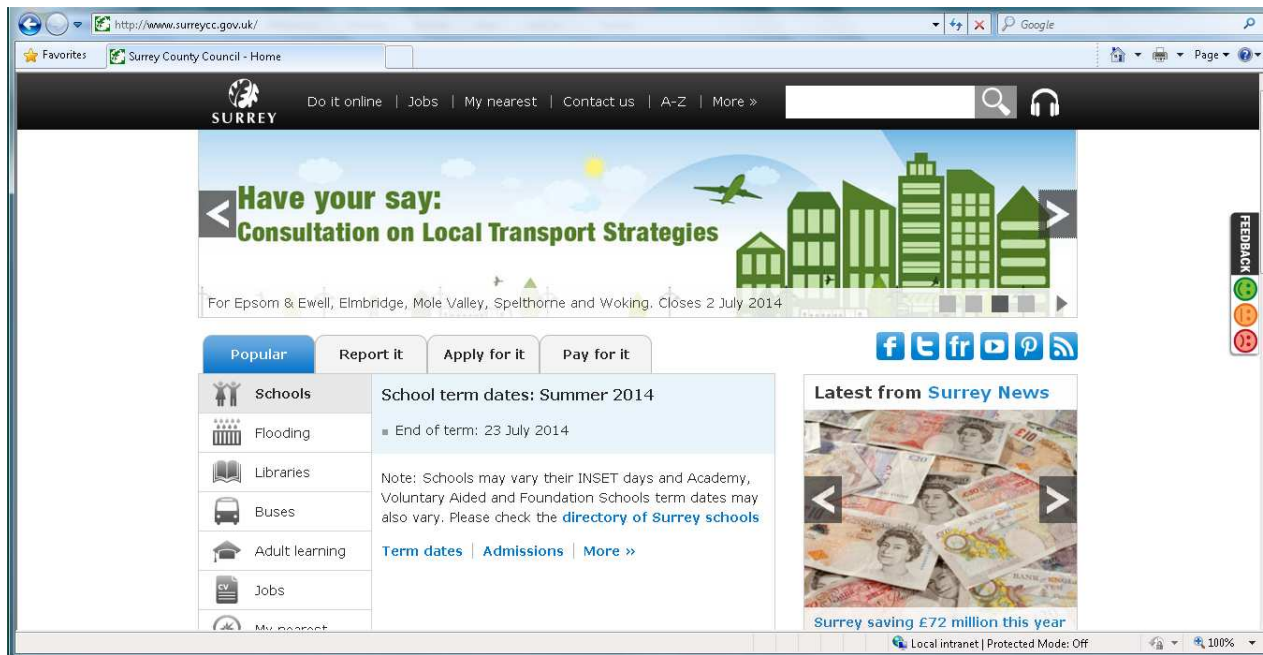


Figure 1-1: The final week of consultations on the Local Transport Strategies was the headline on the county council's website

1.3 Wider engagement activities

Various engagement activities were used to inform the development of the Local Transport Strategies. This included officer workshops, informal Local Committee, task groups and partnership working with district officers.

Consultation and participation will continue to inform the revision of the strategies.

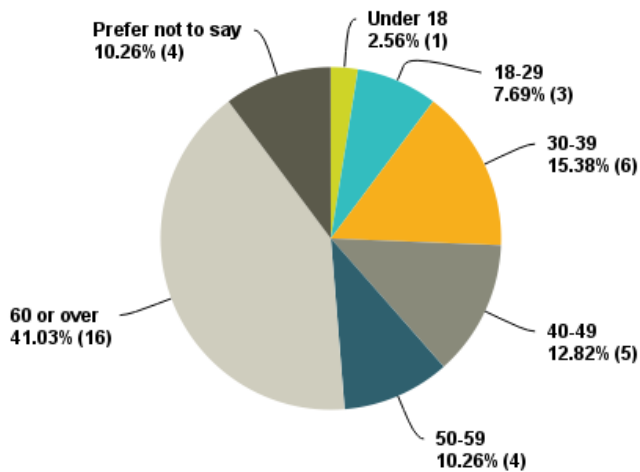
1.4 Who responded to the consultation

The first tranche of LTS received 46 responses to the online survey as well as a number of responses by email, split between the five districts and districts.

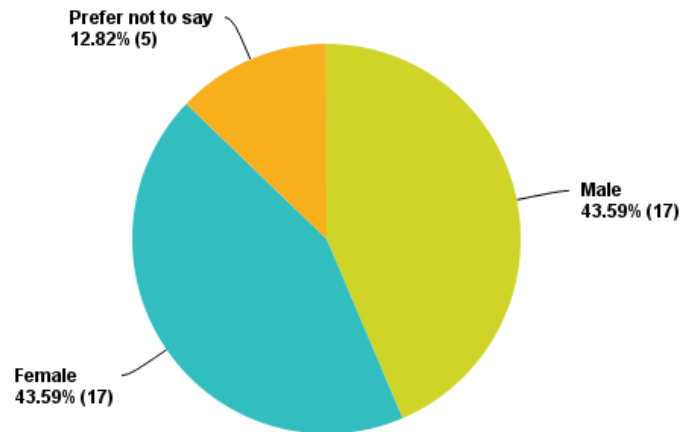
Respondents to the online survey were fairly split between male (43.59%) and female (43.59%). The most common age range of respondents was 60 and over (41%).

Q5 What is your age?

Answered: 39 Skipped: 7

**Q6 Gender**

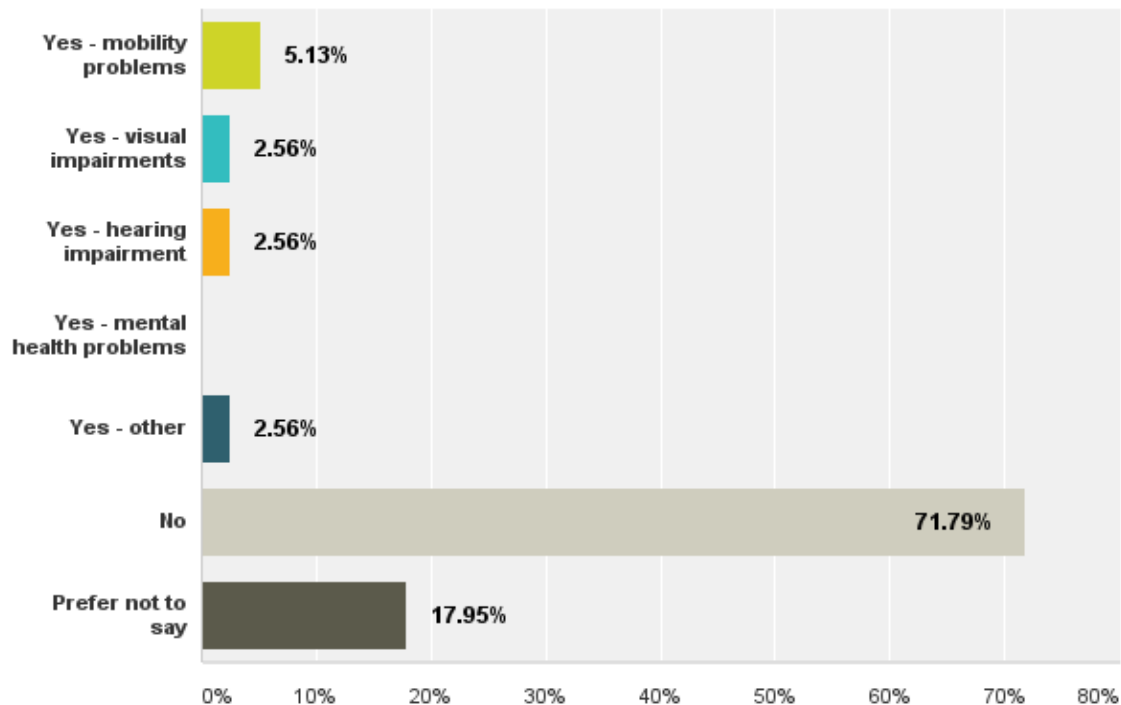
Answered: 39 Skipped: 7



71.79% of respondents to the survey did not consider themselves to have a disability. The most common disability identified by respondents to the survey was mobility issues.

Q7 Do you consider yourself to have a disability? (Please tick all that apply)

Answered: 39 Skipped: 7



There were 6 responses to the consultation via the online survey; other responses were received by email. Responses were received from a range of individuals and organisations, including: Woking Borough Council Officers, Woking Borough Informal Committee, Surrey County Council Officers, Gatwick Airport, the Highways Agency, as well as from individual members of the public.

1.5 Key themes of representations and resulting changes

The key themes which came out of the public consultation were public transport, congestion, cycling and access to schools. In response to these themes relevant County Council officers were asked to assist in the modification of the transport strategy to reflect these concerns. Working with specialist officers in each area and with the collaboration of other SCC officers, each concern expressed in the consultation has been responded to in the annex. Many of the issues raised have been looked into before as part of previous or ongoing work streams, particularly within the other strategies which form part of the LTP3.

It was therefore decided to add significantly to Section 6- Related Workstreams in order to provide the context of the Local Transport Strategy and to show the reader,

where their concern may not have been addressed in the LTS, it may have been addressed as part of one of the other LTP3 strategies or in a related SCC or WDC initiative.

Other amendments have been made to the draft Woking Borough Local Transport Strategy and Forward Programme in response to several of the comments received. These amendments include:

- Restructuring of document to ensure consistency and improve readability.
- Reference added to the LTP3 and to the SCC environment and infrastructure directorate priorities in section 2 to provide context for the Strategy and Forward Programme.
- Sections added on access to airports and environmental issues to improve consistency with LTP3.
- Walking, cycling and bus provision sections amended to improve the accuracy, readability and consistency of the document.
- Description of the Surrey transport network added to provide a wider context of the borough of Woking.
- Minor amendments throughout the document to improve accuracy, readability and provide up to date information.

Annex: Public Consultation responses

Comment Ref	Survey Response #	LTS	Response to question	Public Comment on the Woking LTS and Forward Programme	SCC response
WO1	5	Wo	2 (other transport problems)	Three major road corridors (Woodham Lane – NZ Golf Club to Six Cross Roads, Shores Road and Kettlewell Hill and now only served 3 days a week and at 3 times during those days by a bus.(592) This is a very poor replacement for what was previously, essentially an hourly and daily service (459). People who live in the vicinity of these major roads are unlikely to be encouraged to use such an intermittent service. As a user of the previous service I am unlikely to use the new service as the timetabling is too restrictive. This will mean more cars coming in to Woking from these areas - not one of your objectives. A reinstatement of a regular service would be what is called for.	SCC aims to provide a safe, reliable, sustainable and effective transport system through the Local Transport Plan. Buses form one part of this and SCC works in partnership to deliver commercial bus services wherever possible. Bus provision will be considered under a holistic local transport review.
WO2	5	Wo	4 (other schemes we should consider)	See above comments	See response to WO1
WO3	6	Wo	2 (other transport problems)	There is no longer any bus transport along Woodham Lane A245 route. The 459 route has been changed to run through Sheerwater which is of no use to Woodham Lane residents.	See response to WO1
WO4	6	Wo	3 (Aims and Objectives)	Generally the strategy looks OK but abolishing all bus service along Woodham Lane does not look much sense.	See response to WO1
WO5	6	Wo	3 (Aims and Objectives)	I used to cycle to Woking but it is simply too dangerous with such a high volume of traffic that speeds along this road. The bus was helpful but has been cancelled.	On road cycle lanes exist along most of Woodham Lane, but it is acknowledged that this practice does not now accord with the recently published Surrey Cycle Strategy.
WO6	6	Wo	4 (other schemes we should consider)	I don't think there are any except the comment mentioned above	N/A
WO7	12	Wo	2 (other transport problems)	Poor cycle accessibility between Horsell and Woking, particularly Woking rail station. There are a large number of people currently cycling this route, and more making the journey by other modes (e.g. by car pick-up/drop-off), which presumably could be reduced with an improved cycle link.	The proposed Jupiter Trail route requires dedication of private land to enable the existing route up to Horsell Park Road to be extended into Horsell and Woking High School. An alternative on road route could be considered using Brewery Road
WO8	12	Wo	3 (Aims and Objectives)	Segregated (or largely segregated) high quality cycle link between Horsell and Woking, particularly Woking rail station. Current provision is inadequate through Horsell and no obvious route into Woking town centre from Horsell (i.e. currently involves going wrong way up 1-way street or cycling on no-cycling path). And there are many people doing this every day and probably many more who would if the cycle connection was improved.	See response to WO7.
WO9	17	Wo	2 (other transport problems)	Improved bus frequencies particularly during the evening and week ends.	Bus services are generally provided on a commercial, market-led basis. SCC aims to work with bus operators to help deliver bus services that are attractive to users, however it is recognised that higher frequency services are not always possible where services are market-led and therefore need to be commercially viable.
WO10	24	Wo	2 (other transport problems)	Only 2% of people travel to work by bus (it seems like more) while 58% travel by car: this seems one of the crucial factors in making the roads so crowded.	Surrey Local Transport Plan aims to increase sustainable transport journeys (walking, cycling, bus/rail travel) and tackle congestion.

WO11	24	Wo	2 (other transport problems)	The proposals make some reference to bus priority lanes and light changes, but basically the aim should be to make bus travel more attractive in being more affordable, more reliable and more widespread.	Under the Surrey Transport Plan, the Surrey Local Bus Strategy aims to deliver and maintain an effective, safe and sustainable bus network in Surrey, with the objectives to provide reliable and punctual bus services; to maintain a sustainable network of financially-supported bus services; and to improve the accessibility of bus services for passengers.
WO12	24	Wo	2 (other transport problems)	Buses are seldom mentioned and the list of bus services is very inaccurate. In my own area an hourly service (459) has been diverted leaving us with 9 a week (592) - not encouraging to relieve road congestion.	See response to WO9. Bus information in the strategy has been updated wherever possible; it should not however be seen as an accurate up to date list. Please refer to http://new.surreycc.gov.uk/roads-and-transport/buses-and-trains/bus-timetables up to date information.
WO13	24	Wo	3 (Aims and Objectives)	With the reservations given in at Q2	N/A
WO14	24	Wo	4 (other schemes we should consider)	Subsidies for bus services and fares could be given at possibly lesser cost and upheaval than some of the infrastructure projects, which appear very expensive.	Infrastructure improvements are the subject of tender and market forces dictate the costs. Subsidies are funded from SCC revenue, and infrastructure projects are funded by (government) capital.
WO15	33	Wo	2 (other transport problems)	Modal shift away from cars, especially in the M25 corridor. This impacts on the use of roads throughout the county, as the current situation drives car dependency and congestion in the town centres and local roads, most of which date from before the days of mass car ownership.	The Surrey Congestion Programme sets out a strategic programme for managing traffic congestion on Surrey's road network to support economic competitiveness and growth. Refer to Section 6 of the LTS. The Congestion Programme builds on the Surrey Congestion Strategy (2011), part of the Surrey Transport Plan.
WO16	33	Wo	2 (other transport problems)	Locally, more emphasis and resources need to be given to alternative modes of transport, especially developing an effective public transport network and improving the inadequate provision for cyclists and pedestrians (despite initial attempts to be seen as cycle friendly).	Through the Surrey Transport Plan, SCC seeks to provide a sustainable, effective, safe and reliable transport system, encouraging walking and cycling measures to complement public transport provision and enable sustainable travel choices. The County Council and its partners are taking every opportunity to bid for funding that support improvements towards sustainable modes of transport (walking, cycling, bus/rail).
WO17	33	Wo	3 (Aims and Objectives)	Improving surface access to Heathrow should be widened to state "creating sustainable transport links to Heathrow and the wider West London area, reducing the air pollution associated with road transport on the M25 and providing a viable opportunity for journeys other than by car to destinations currently inaccessible other than by car."	Suggestion noted.
WO18	33	Wo	4 (other schemes we should consider)	I have made a case for a Guildford - Woking - Heathrow - West London - Watford / Brent Cross orbital rail link (based on existing lines except in the Egham area) in my response to the Surrey rail strategy. This should be a priority for investment, as it would unlock considerable benefit to users and provide a structure for viable public transport throughout the county, as well as helping to solve the serious problem of congestion and air pollution (exceeding EU limits) caused by the M25.	The Surrey Rail Strategy seeks to ensure that the county has the rail infrastructure needed for sustainable economic growth and identify proposals that partners in Surrey can plan and deliver.
WO19	38	Wo	2 (other transport problems)	Buses from guildford-send-old woking- woking are either always running late or the timetable on the surrey website is wrong.	Comment noted and forwarded to Passenger Transport Group for investigation. SCC seeks to work with bus operators to encourage reliable services that are attractive to passengers. To this end, a Guildford-Woking Bus Punctuality Partnership exists which meets regularly with bus operators to understand the causes behind unreliability in services.

WO20	39	Wo	2 (other transport problems)	It is interesting to read in the plan that Woking station is the 2nd busiest in the county (2.12) and that the 7.32 is the 2nd most overcrowded train journey in England (2.13). I then read that Woking is the largest settlement in the borough (5.11) and how at peak times there is heavy congestion. Then it says that there is a heavy dependency on private car and that contributes to congestion and the car is the predominant mode of choice (2.34) and car ownership is higher in Woking than average (2.36). However if you look at the bus networks (2.6) it is clear that with most services hourly or half hourly there is little choice than using the car, especially if you are a commuter. An improved public transport network linked to the key commuting times is needed. This should serve those areas where the main commuters using the station live.	<p>SCC seeks to provide walking and cycling measures to complement public transport provision and enable sustainable travel to the station.</p> <p>Local Bus strategy seeks to deliver and maintain an effective, safe and sustainable bus network in Surrey, with the following objectives:</p> <ol style="list-style-type: none"> 1. To provide reliable and punctual bus services 2. To maintain a sustainable network of financially-supported bus services 3. To improve the accessibility of bus services for passengers <p>The Rail Strategy covers capacity on the South West Main Line.</p>
WO21	39	Wo	2 (other transport problems)	In addition we badly need Park and Ride schemes, Woking currently has none, whereas Guildford which is not such a key travel hub has many. Possible sites need to be identified and implemented with a fast minibuss link to the station.	Park and ride schemes are determined by business cases which establish the value of providing a scheme. SCC supports Park and Ride where there is a business case a need to support it.
WO22	39	Wo	2 (other transport problems)	In addition the principal road networks into the centre of Woking, apart from the A320 which covers SW and NE Woking, need to be improved to allow quick access without creating bottle necks. For instance the main route to the station and its car parks from West Byfleet / SE is East Hill then Oriental Road, however these roads are full of parking bays which cause bottle necks and create congestion. These should be removed with no parking on these roads at peak hours.	Oriental Road and East Hill are not part of the principal road network, and there is therefore some limited parking made available for residents.
WO23	39	Wo	2 (other transport problems)	On other roads the number of traffic lights/ pedestrian crossings and their phasing needs to be evaluated to improve traffic flows, including Victoria Way. To reduce the reliance on pedestrian crossings, which hinder efficient traffic flow, can pedestrian underpasses or bridges be introduced?	<p>Issue of Victoria Way traffic management identified in strategy.</p> <p>Evidence indicates reluctance to use underpasses and bridges.</p>
WO24	39	Wo	2 (other transport problems)	Increasing the Woking Station capacity or the retail space should not occur without first an improvement in the transport links, through Park and Ride, more frequent bus services, clear roads. The intention to create 292 net new homes a year, with their burden on services such as education and health which isn't discussed, let alone the impact on the transport links shouldn't proceed unless done with more joined up planning. So in summary further growth in homes, retail space and train capacity can only be done in conjunction with an improved transport network, which is less dependent on cars; at the same time introducing Park and Rides areas and removing the obstacles to free flowing vehicles.	See response to WO21.

WO25	42	Wo	2 (other transport problems)	You identify many of the issues but a key point you fail to draw out is that less use of vehicles and more cycling, walking or public transport use would tackle the problems of congestion and air quality.	<p>The objectives of the Surrey Transport Plan are considered to cover this point. The objectives have informed those of the local transport plan and are as follows:</p> <p>Effective transport: To facilitate end-to-end journeys for residents, business and visitors by maintaining the road network, delivering public transport services and, where appropriate, providing enhancements.</p> <p>Reliable transport: To improve the journey time reliability of travel in Surrey.</p> <p>Safe transport: To improve road safety and the security of the travelling public in Surrey.</p> <p>Sustainable transport: To provide an integrated transport system that protects the environment, keeps people healthy and provides for lower carbon transport choices.</p>
WO26	42	Wo	3 (Aims and Objectives)	It is pretty obvious that the strategy should support the future prosperity of the borough but there is not enough in the strategy to mitigate the negative impacts. Much better non-vehicle infrastructure needs to be put in place to fix congestion and air quality.	The County Council and its partners are taking every opportunity to bid for funding that support improvements towards sustainable modes of transport (walking, cycling, bus/rail).
WO27	42	Wo	4 (other schemes we should consider)	Proper cycling infrastructure. The canal route is wonderful but doesn't go all along the canal in the borough. Please do the rest. More on or near road proper cycle routes. Painting a cycle on a road does not make a cycle route. Provide a cycle route through or around the town from North to South. The current options are cycle around Victoria Way which is very cycle unfriendly or go through the pedestrianised part of the town centre where the borough council is trying to remove the current cycle route.	The Saturn Trail walking and cycling route does extend the whole length of the canal within the borough of Woking. However, the section between the A322 Bagshot Road and A243 Hermitage Road was improved on the north side and not the south south side. There is an existing traffic order prohibiting cycling within part of the town centre from 10am to 4pm (signs to be installed).
WO28	42	Wo	4 (other schemes we should consider)	<p>Maintenance of pavements - many are in a poor and degenerating state. Bring the Horsell Park end of Footpath 19a from Brewery Road to Horsell Park up to the standard of the rest (the barrier is lack of knowledge of land ownership).</p> <p>Solve the severe puddling problem outside the entrance to Brewery Road car park and over the pedestrian crossing nearby.</p>	<p>Horsell Park Road end of footpath is being investigated for upgrade by Countryside Team of SCC.</p> <p>Problem with drainage has been located on Thames Water system</p> <p>The public highway network is inspected on a regular basis as per SCC inspection policy.</p>
WO29	42	Wo	4 (other schemes we should consider)	The Woking flyover will be great for rail capacity but won't happen in the near future. How about a commuter train that starts from Woking. So many rush hour trains come into Woking already full.	The Surrey Rail Strategy covers the SCC priorities for rail, seeking to ensure the county has sufficient capacity to enable sustainable economic growth, and identify proposals that partners in Surrey can deliver.
WO30	42	Wo	4 (other schemes we should consider)	Extend 91 type bus services to other parts of Woking. Residents use such frequent, reliable bus services. Bringing a few of the 91 buses through Horsell would be a start.	The 91 is a commercial service and extending it is therefore a commercial decision. The local transport review will consider bus provision.
WO31	44	Wo	2 (other transport problems)	The dual roundabout at the junction of East Hill/Oriental Road/Maybury Hill/Monument Road is inadequate. The six cross roundabout is nearing capacity at peak times and is becoming increasingly dangerous. Congestion on A and B roads is forcing traffic onto residential streets. There is inadequate provision for traffic coming to Woking Town Centre from the south and east (West Byfleet).	<p>Dual roundabout is not currently on the local programme of works. This may be reconsidered in the future, although at this time, this is unlikely unless some major changes occur requiring improvements to the junction.</p> <p>The Six Cross Roads has been included within the Forward Programme.</p> <p>Tackling congestion is a key objective within the current Surrey LTP and providing sustainable transport.</p>

WO32	44	Wo	2 (other transport problems)	Residential streets, particularly those identified as cycle routes should become 20 mile an hour zones so that cycling is given prominence and cyclists are given the safety necessary to encourage greater uptake as cycling still only accounts for 3% journeys.	Within Surrey decisions over most highway matters including setting speed limits are delegated to local committees of elected county council and borough/district councillors. The county council's new speed limit policy highlights that there is greater encouragement from central government for local authorities to introduce more 20 mph schemes (limits and zones) in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists.
WO33	44	Wo	2 (other transport problems)	Traffic calming is also required along Heathside Road and Park Road. A car travelling at approx 60 miles an hour lost control and mounted the kerb on Park Road recently. This is not an isolated incident Residents have been requesting traffic calming measures for some time at this location	Heathside Road is not currently in the local programme, with the exception of a section from Coley Avenue to Pembroke Road. A 20 mph limit is possible at this location, which may involve some traffic calming measures. Details are not yet confirmed. Park Road is not currently on the local programme. Comment noted.
WO34	44	Wo	3 (Aims and Objectives)	Many things are right however there are already congestion problems prior to redevelopment happening. There will be one or two new schools opening and travel to school issues need to be addressed. Although much has been done for cycling a lot of money could have been better spent on cycle infrastructure. Kids and even adults are not going to cycle unless it is safe to do so. The recent accident on Victoria Way highlights this. Cycle provision in the town is very average if you compare it to Germany/Holland etc. Bikeability training is also not available for every child. I have a child in a Woking School who could not get a place for this. Forget cycle events and spend the money on dedicated cycle routes and calming traffic on residential cycle routes. This is crucial for routes to schools.	Surrey is committed to a long term improvement in cycle facilities and this is required to have a comprehensive network. Investment in infrastructure is financed by capital funding, whereby cycle events is financed by revenue. Cycle events are used as a marketing tool for promotion of cycling. Bikeability training is offered to every person in Surrey. If a school does not want to take up the offer, individual training is available. Under the recently adopted Surrey Cycling Strategy, it is anticipated that Woking will benefit from a Local Cycling Plan.
WO35	44	Wo	4 (other schemes we should consider)	Traffic calming on Park Road/Heathside Road and other routes that are cycle routes. Also consider introducing 20 mile an hour speed restrictions on residential roads to encourage cycling and make cyclists the dominant road users.	Within Surrey decisions over most highway matters including setting speed limits are delegated to local committees of elected county council and borough/district councillors. The county council's new speed limit policy highlights that there is greater encouragement from central government for local authorities to introduce more 20 mph schemes (limits and zones) in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists.
WO36	44	Wo	4 (other schemes we should consider)	Further works at the six cross roundabouts and the roundabouts at East Hill/Oriental Road Complete off road cycle routes from West Byfleet to Old Woking and from Town centre to Mayford (not sure if this is Hillview proposal)	The Six Cross Roads has been included within the Forward Programme. There is an off road route along the Old Woking Road, but this does require improvement and does not join up with the existing West Byfleet (Mercury Trail). The Mayford to town centre (Earth Trail) route will finish at Hillview Road until an off road route can be developed north to Station Approach.
WO37	44	Wo	4 (other schemes we should consider)	Look at continuing new Sheerwater Relief Road westwards into Woking Town Centre possibly through industrial estate (Monument Road West) and gas holder site. Such an improvement was contained in the old Woking Local Plan and has been an aspiration for a long time to address capacity issues in the area which will only increase. This will enable traffic a more direct route into Woking Town Centre from east, avoiding railway bridges.	There continues to be further investigation as to how best the scheme could be improved to enable improved access to the industrial estate.

WO38	46	Wo	2 (other transport problems)	<p>Response on behalf of Gatwick Airport Limited: Gatwick Airport Limited (GAL) welcomes the opportunity to respond to this consultation and should be pleased to continue joint working with Surrey County Council and its constituent Boroughs and Districts on airport surface access. GAL values the positive engagement with local authority stakeholders regarding transport planning and access to the airport provided via its Transport Forum, to which Surrey County Council is a key contributor. Of particular relevance are the development of our rail strategy, with North Downs Line services important for east-west connectivity, and our bus and coach strategies, including local services for employee travel to work. GAL supports initiatives to deliver a high public transport mode share for access to the airport and which deliver wider benefits for the local community, alongside air passengers, employees and commuters.</p>	Noted
WO39	46	Wo	2 (other transport problems)	<p>GAL has prepared a response to the Airports Commission process for where to build the next new runway. GAL has developed an Airport Surface Access Strategy (ASAS) for the second runway masterplan that builds on its current ASAS. Improving connectivity and access to the airport, including initiatives to support access to employment is central to this strategy and has direct relevance to local transport planning across Surrey and for other local authorities. GAL's proposal includes a high public transport mode share and making rail the access mode of choice for air passengers.</p>	Noted
WO40	46	Wo	2 (other transport problems)	<p>GAL has also developed a future employee travel plan around promoting sustainable modes. In relation to future employment opportunities this is an important issue for this consultation. GAL will continue to engage on surface access and other aspects of airport operation in the course of established consultation and stakeholder liaison. East-west access. The plan illustrates how the influence of London results in a radial pattern for main transport routes, both on road and rail. The exceptions are the North Downs Line, the A25 and the M25.</p>	Noted
WO41	46	Wo	2 (other transport problems)	<p>However, we note the inherent issues with traffic using the M25 and the localised congestion impacts around motorway junctions. congestion impacts around motorway junctions.</p> <p>We believe there is significant economic value from considering east-west transport routes, locally and strategically, within the context of these transport plans. This will also draw out opportunities for cross boundary benefits between boroughs, increasing Surrey's competitiveness against the reliance on inward commuting to London.</p>	Noted

WO42	46	Wo	2 (other transport problems)	Access to airports (section 4.8). The Airports Commission has shortlisted Gatwick or Heathrow for an additional runway. Surrey is uniquely placed to benefit from either result and Woking's direct connectivity by rail means it would benefit directly in terms of employment opportunities and surface access improvements if Gatwick is chosen. Although any new runway will take several years to progress through the planning process and construction phase it is important that transport access and planning is in place before completion. Hence the need for Surrey to develop a co-ordinated plan for airport access in response to the Airports Commission recommendation.	Noted
WO43	46	Wo	2 (other transport problems)	Similarly, Gatwick's surface access strategy has a direct relationship with the development of local transport plans. GAL welcomes further engagement with Surrey County Council to provide more detail on its strategy for access to airports and would wish to see it given greater prominence and detail in the Local Transport Plan. Gatwick Airport is a major employer and the area around the airport a major draw for associated employment and economic growth, which benefits Woking and Surrey more generally.	Noted
WO44	46	Wo	2 (other transport problems)	Reference to the Network Rail Wessex Route Study. We note the comment regarding the North Downs Line and reference to the Surrey Rail Strategy. Gatwick is actively supporting Network Rail's plans for improvement, including full electrification and an improved service between Reading and Gatwick to two trains per hour. We believe that the Council could say more about its discussions with Network Rail in order to secure better east-west connectivity by rail and how this would be taken forward in the new franchise regimes for Great Western and Thameslink, Southern and Great Northern (TSGN). Surrey is well represented at the Wessex Route Study Steering Group and reporting of this engagement would be relevant to include in the Local Transport Plan documents.	LTS now includes a revised section on external work streams, and makes reference to the Wessex Route Study.
WO45	46	Wo	2 (other transport problems)	Reference to the Highways Agency Route Based Strategies. Although there are numerous references to the importance of the M25, particularly in respect of congestion approaching junctions, we suggest that direct reference and commentary be included on the two relevant Highways Agency Route Studies, the London Orbital and M23 to Gatwick study and the M25 to Solent (A3 and M3) study. The evidence reports for these studies contain relevant information on traffic flow and congestion that is relevant to the Local Transport Plan documents. We believe the issue of east west traffic, and congestion being drawn to the M25 in the absence of other strategic routes connecting Surrey, Sussex and Kent is an important one that influences many of the Local Transport Plans. The consideration of improving alternative routes, in consideration of improving alternative routes, in the long term, will help balance Surrey's economy and take best advantage of the transport networks available, distributing demand growth rather than concentrating it on already congested corridors.	LTS now includes a revised section on external work streams, and makes reference to the HA strategies.

WO46	46	Wo	3 (Aims and Objectives)	There is an opportunity to also consider, and make reference to, cross-boundary opportunities that generate greater economic growth within Surrey and supports key economic drivers such as Gatwick Airport and the Gatwick Diamond Enterprise Zone. This is consistent with GAL's ASAS approach to improving connectivity and offering mode choice. GAL encourages wider access to employment in businesses associated with the airport and this is co-ordinated under the guidance of the airport's Transport Forum. The breadth of employment opportunities at and around the airport is a potential opportunity for growth both within the borough and across Surrey.	Noted
WO47	46	Wo	4 (other schemes we should consider)	We should like to see a clearer reference to supporting the measures to improve the North Downs Line, with specific mention of the in-fill electrification and improvement of the service to Gatwick Airport. The Wessex Route Study has identified this as a proposed improvement for CP6 (2019-2024). This was identified as part of GAL's current ASAS and is expected to be delivered, as a recommendation of the Wessex Route Study, in advance of a second runway at Gatwick in 2025. It is an important scheme for improving connectivity, delivering high public transport mode share and offering choice.	Noted. Information to be included and updated under next review of local transport strategy as details come forward.