



WOKING JOINT COMMITTEE

DATE: 24 SEPTEMBER 2014

SUBJECT: WRITTEN MEMBER QUESTIONS

DIVISION: WOKING

1. Question from Cllr Louise Morales, Woking Borough Council

Could I ask the committee to change the road priorities in Rydens Way Old Woking back to how they were before the new development as the current arrangement is very dangerous driver behaviour and daily near miss accidents.

Could I also ask if the bus stop at the end of Rydens Way could be moved the other side of the road so that passengers do not have to wait less than 1m from residents windows which is causing distress to both residents and bus users.

Answer from Chairman on behalf of the committee:

The Rydens Way housing development was granted planning permission with a revised road layout, included as part of the development. This road layout was subsequently constructed by the developer, under a highway agreement with the county council.

The safety of the revised road layout was reviewed under the county council's three stage road safety audit process - at planning, then on submission of the developer's detailed road design and then post construction. The stage 3 audit was carried out on 12 February 2014. These audits have not highlighted any in-principle problems with the altered estate road design or construction. Consequently, it is not feasible or reasonable under the terms of the highway agreement to require the developer to undertake highway reconfiguration works.

It is appreciated that it may take time for drivers to get used to the amended layout; there is little point in monitoring driver behaviour as the layout has passed safety audit. The Highway Authority has not been made aware of any personal injury accidents to date.

The Rydens Way housing development included three bus stops. The bus stop being questioned is located at the east end of the development scheme. This bus stop was constructed by the developer, under a highway agreement with the county council.

As part of normal checking of the planning application layout, then the developer's detailed highway design, and finally the constructed highway works, the county council has ensured that the bus stop meets normal requirements. Consequently, it

is not feasible or reasonable under the terms of the highway agreement, to require the developer to undertake the bus stop relocation works.

This was a "difficult" bus stop to agree, if a more appropriate location in the vicinity could be identified during the design/planning process then it would have been. The Joint Committee is asked to indicate if it wishes to apply the SCC bus stop re-siting policy this would result in a site visit with relevant officers - Travel & Transport Group, Highways, WBC, Surrey Police, local member(s) - to identify an alternative location. Assuming a location is found a short consultation with any affected frontages would take place, the scheme would be costed and a funding source would need to be identified. If no alternative can be found, there is no funding available or objections are received to the alternative then the stop would remain.

2. Question from Mr Will Forster, Surrey County Council

- a) In order to support the expansion of Westfield Primary School, Surrey County Council agreed to widen the Hoebrook Close entrance of the school and Adult Education Centre to remove a traffic bottleneck that was causing safety concerns.

Please can the Council confirm when this entrance will be widened? Can the Council confirmed the reason for the delay?

- b) Despite Westfield Primary School's location off the narrow road of Bonsey Lane, the school is expanding to meet the growing demand for school places.

I understand that the County Council employs the services of a transport company to help children from a wider area and outside my division get to and from school. This company seems to use large coaches for this purpose, which in Bonsey Lane causes congestion to both local residents and school traffic. Coaches have been seen to mount and park on the pavement, and block the road by performing multi point turns.

Will the Council agree with me that this is far from helpful and ensure that providers of school transport should always hold the highest possible safety standards? Will the Council also ensure that in future the providers of school transport for Westfield Primary School will only use medium size coaches?

Answer from Chairman on behalf of the committee:

- a) We are informed by our Building Surveyor at SCC who is leading on this project that the project has been tendered and SCC are looking to be in contract shortly. The widening of the gate, which is the focal pinch point, is expected to be carried out in the October half term however the widening of the actual road will take a little longer (2-3 weeks after that) so will run into term time. Pupils and parents will be separated from works and traffic management will be in place throughout. Following the widening of the road, speed bumps will be installed during a weekend to avoid any further disruption to the school and Adult Services currently using the site.
- b) There are circa 20 passengers requiring transport to Westfield this year - a little less than last year despite the additional class. This issue came to our attention a while back so we did make contact with the company providing

the transport who were using a vehicle with a much larger capacity than necessary. This was raised with the company prior to the summer holidays and they have now purchased a new 22 seat coach which is smaller and more appropriate for this journey and is currently in use.

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