



WOKING JOINT COMMITTEE

DATE: 21 SEPTEMBER 2016

SUBJECT: WRITTEN MEMBER QUESTIONS

DIVISION: WOKING

1. Question from Cllr Graham Cundy , Woking Borough Council

On the 26th September the Hermitage Estate will be losing its number 28 bus service. As this is a vital route for the elderly, infirm/disabled residents to visit St John's Village and the doctors surgery, could the joint committee please persuade the bus company to reconsider its decision or provide an alternative bus route that would serve the estate and the village.

Many use the bus to go to the doctors in St John's, Sainsbury's for shopping and to go into Woking. The bus company says it is only a short walk to the end of the road to catch the 34/ 35, however for many that is a walk too far. One day a week – Thursdays – Albellio will be running a 39b bus through the Hermitage to Woking, not going via St John's. This will leave at 9.44am arriving in Woking at 10.22am and returning from Woking at 11.38am - leaving just an hour which is hardly sufficient time for anything, especially for the elderly and infirm. Clearly the cessation of the route is going to cause problems for those visiting the health practice/ doctors surgery. Surely we cannot let this area be stranded? St John's Care have sent me letters from their president and secretary requesting that this vital route be maintained. I therefore request that the Joint Committee seeks a reconsideration of this decision which would have a severe impact on the residents.

Answer from Chairman on behalf of the committee:

Arriva bus company announced some time ago that they wish to withdraw Monday-Saturday bus service 28 (Woking-St John's-Hermitage Estate-Knaphill-Brookwood-Pirbright-Worplesdon-Guildford) from 26 September 2016. As a primarily commercially operated service, this is their prerogative within current national bus legislation and is not a situation instigated by Surrey County Council.

The County Council immediately began seeking interest from other bus companies in terms of them taking the service over, the outcome of which is that Buses

Excetera will assume operation of the service from 26 September between Woking and Guildford on a generally hourly basis. This will be run commercially without a contract from the County Council. The route within Woking Borough will be the same as the Arriva service, including the Hermitage Estate (Copley Close and Gorsewood Road).

Buses Excetera will be linking their new 28 service with their existing 73 service (Woking-Chobham), thus the Horsell area will obtain a direct service to Guildford without changing buses in Woking.

On Sundays, Hermitage Estate has been served by a diversion of Arriva service 34. In order to improve timekeeping and reliability on Sundays for the whole of their service from Guildford to Camberley via Woking, they feel it necessary to increase slightly the overall time allowed for each trip. Therefore, they have decided that on Sundays when patronage from stops within Hermitage Estate is very modest, they will run the 34 service along the main Hermitage Road as they do on weekdays.

2. Question from Cllr Beryl Hunwicks, Woking Borough Council

Residents have raised concerns that the monitoring of speeding by the police is not a high priority and in most cases is only done in roads where there have been accidents. Woodham Road is one location with frequent incidents of speeding so please can the County Council install a 30mph speed activated sign to remind motorists of the speed limit in the road. Would officers also like to suggest any other ways of enforcing speed limits or encouraging motorists to keep to the speed limit.

Answer from Chairman on behalf of the committee:

Woodham Road is on our Speed Management Plan, which is a list of roads where concerns had been raised about vehicle speeds. However, police monitoring of vehicle speeds did not identify a speeding issue and there was no history of speed related personal injury collisions along the road. Consequently, although the road remains on the list, for the last 3 years or so, the police's limited monitoring and enforcement resources have been directed at those roads where there has been an issue. In the last 3 year period, there have been no personal injury collisions along the road.

However, we will shortly be having a meeting to review the Speed Management Plan and we will ask Surrey Police to carry out speed monitoring along Woodham Road in response to residents' concerns. It should be noted that the police's resources for speed monitoring and enforcement have been significantly reduced in the last 18 months or so and as a result, those resources will be directed towards roads where excessive speeds have been recorded and where personal injury collisions have resulted.

Many of the vehicle activated 30mph signs that have been installed in the last few years have been funded by County Members. They tend not to be funded by the Joint Committee although they may be incorporated as part of a wider road safety scheme. It is important to try and limit their use and ideally only employ them where there has been an issue with speeding and personal injury collisions, otherwise their effectiveness can be diminished. For this reason, we would not support the placing of a VAS along Woodham Road unless speed surveys now showed there to be an issue with excessive speeds.

If Surrey Police are able to monitor speeds along the road and identify that there is now an issue with excessive speeds, enforcement would be the responsibility of Surrey Police. The use of Road Safety Cameras (ie Speed Cameras) is subject to strict criteria which would not be satisfied in this instance as there needs to have been a history of speed related personal injury collisions. However, residents may wish to consider setting up a Community Speed Watch which, after receiving appropriate training from Surrey Police, would allow them to undertake speed monitoring with the details of any vehicle exceeding a particular trigger speed being passed to Surrey Police. This is not enforcement as such but the presence of a Community Speed Watch can reduce vehicle speeds and if details of the same vehicle are regularly passed to Surrey Police, action can be taken.

3. Question from Cllr Graham Chrystie, Woking Borough Council

Highways Issues in the East of Woking Borough particularly Pyrford & West Byfleet

I have received many questions and complaints about traffic congestion in West Byfleet & Pyrford and in particular there is concern that there seems to be piecemeal attention to developments which impact traffic volume and car parking. Currently there are several major developments about to happen in West Byfleet and all of these impact the same stretch of the A245.

1. Can I request that SCC Highways Department please supply copies of all traffic surveys which have been carried out either by SCC or on their behalf for the following roads:

- A245 from Sheerwater Roundabout eastwards to M25 bridge over to Byfleet and
- Coldharbour Road with particular reference to the section from Coldharbour Lane southwards (including Upshot Lane)

2. Can SCC please supply any recent spatial highways survey or surveys covering the east of the Borough extending along Old Woking Road eastwards along the A245 to the M25 Bridge and southwards down Church Hill to Papercourt Lane?

3. Have SCC prepared a Worst Case Traffic Scenario to take into account the many developments agreed or suggested (possible Green Belt Release etc) in the east of the Borough and these suggested in Guildford Borough (Wisley Airfield etc) to the south?

Answer from Chairman on behalf of the committee:

Transport Assessments submitted by developers do consider the traffic effects of the developer's own proposal. However, these assessments also account for traffic generated by granted planning permission and general background traffic growth, which in a general way includes the amount of development described in Local Development Plans.

The county council's Transport Studies Team can make any Survey's available. Survey locations are shown on SCC's interactive map, which can be viewed using the following link: <http://www.surreycc.gov.uk/roads-and-transport/roads-and-transport-policies-plans-and-consultations/roads-and-transport-policies-and-plans/transport-studies/transport-studies-surveys-and-monitoring/transport-studies-interactive-map>

The Transport Studies Team can be contacted via the following email address: trafficsurveys@surreycc.gov.uk

The Department for Transport also have a number of fixed traffic counter(s) within Woking borough and elsewhere, including located on the A245. These counters and the count information can be accessed via:
<http://www.dft.gov.uk/trafficcounts/cp.php?la=Surrey>.

The Transport Assessments described above include traffic surveys done by or for developers, normally by privately commissioned private companies. This information is not owned by the county council, but it is often available to view online within planning application Transport Assessments, via Woking borough council's planning application public access site <http://caps.woking.gov.uk/online-applications/>

The county council has carried out strategic road transport modelling of the road network in Woking borough, to assess the impact of the development proposed in the Woking Borough Core Strategy document. More recently, further modelling work has been done to help inform the borough council about the road transport implications of proposed green belt releases for development. The strategic transport modelling does consider the traffic effects of known development proposals in adjoining boroughs / districts.