



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.

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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 85th 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 TH PERCENTILE SPEED BEFORE	85 TH 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

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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.

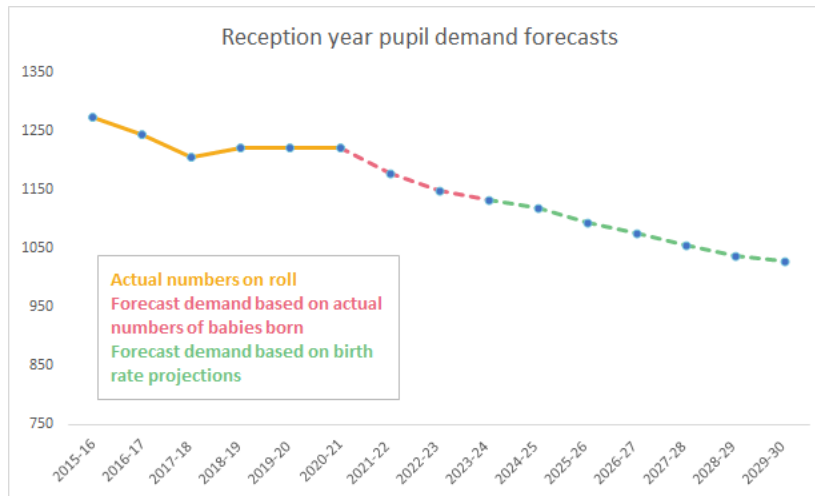
Housing permissions and trajectories are received from the District and Borough councils, and are then combined with birth and pupil movement trends in specialist demographic forecasting software called 'Edge-ucate', which creates pupil projections, in a variety of different formats. These pupil projections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

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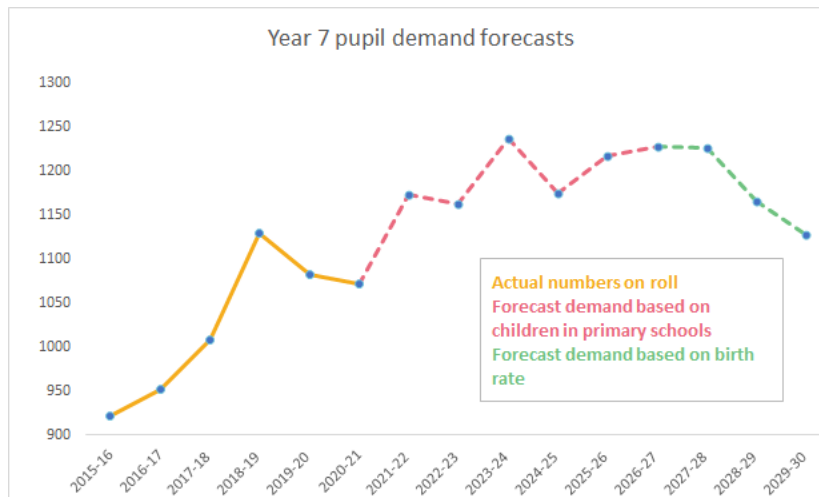
the council to ensure that every Surrey child who requires one is offered a school place.

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 ¹	Number of pupils (Oct 2020)
South Woking			
Barnsbury Primary School	Primary	420	413
Kingfield Primary School	Primary	210	209
Westfield Primary School	Primary	420	452
Knaphill			
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

¹ Based on PAN and excludes nurseries, specialist centres and bulge classes

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Horsell & Goldsworth			
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
Sheerwater & Maybury			
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
Byfleet & West Byfleet			
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
	TOTAL	9,090	8,729

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.

Name	School capacity²	Number of pupils (Oct 2020)
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
TOTAL	5220	5107

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

² 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.

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