



## **SAFE ROUTES TO SCHOOL PRIORITIES**

**Local Committee for Mole Valley  
20 July 2005**

### **KEY ISSUE:**

Members are asked to approve the Priority List for the Safe Routes to School Projects in Mole Valley.

### **SUMMARY:**

To ensure resources and finances are targeted on areas of greatest need under the Mole Valley Safe Routes to School programme, a system for ranking schools in order of priority was produced in 2003. The list applies values to set criteria, with the total values for each school being compared on an annual basis. Members of this Committee gave consideration to the prioritised list and the system of ranking at a workshop in March 2004. The top priorities were formally agreed at the Local Committee in May 2004 under the report titled 'Capital Projects Review'. The annual assessment has now taken place to create a new list for 2005/6 for both the Dorking and Leatherhead implementation areas.

This report gives details on the schools' priorities and the suggested schemes for the top priority schools in each of the implementation areas.

**OFFICER RECOMMENDATIONS**

**The Committee is asked to:**

- i) Agree the Priority List as shown in Annexe 1 and the schemes associated with each of the schools listed.**
- ii) Approve the progression of all schemes and projects identified / detailed within this report, subject to funding and safety audit where appropriate**
- iii) Delegate the agreement of all points of detail, where necessary, to the Local Transportation Director or his Successor / Representative in consultation with the Chair and Vice Chair of this Committee**
- iv) Authorise the Local Transportation Director or his Successor / representative, in consultation with the Chair and Vice Chair of this Committee, to acquire highway rights and / or enter into negotiations for the acquisition of land for any issue related to this report, subject to normal standing orders that may be required.**

## **1.0 INTRODUCTION AND BACKGROUND**

- 1.1 The method of determining a school's position on the priority list was considered by Members of this Committee at a workshop in March 2004. This process has now been carried out for the year 2005/6. The individual scores for each school have been added together to give a total and thus allowing a comparison between the schools' values to be made. The top priority schools from both the Leatherhead and Dorking implementation areas can then be identified from the list.
- 1.2 The comparison of results allows projects linked with each school, to be progressed in a consistent manner and produces a fair way of distributing financial resources. Some of the criteria allows a school to move up or down the priority list depending upon on their involvement with Safe Routes to School issues. It also enables a clear explanation to be given to members of the public requesting works around their local school as to why such works cannot be progressed, thus managing the expectations of the community.

## **2.0 ANALYSIS AND COMMENTARY**

- 2.1 The school at the top of the list in the Leatherhead implementation area in 2004/5 was the City of London Freeman's school. Here, some traffic islands were constructed to both control the movement of traffic and to assist pedestrians crossing the road. The Oakfield and Fetcham schools were second on the Leatherhead list and negotiations are continuing with Youngs brewery to seek approval for the dedication of land in order to improve the footways in the vicinity. The Dawnay and South Bookham schools were third on the list. Negotiations with the building company concerned with the library path issue are progressing whilst other small works around the school have been implemented.
- 2.2 The school at the top of the Dorking implementation area list in 2004/5 was the Weald. Here, orders for minor works have been written and negotiations continue with the Parish Council, concerning a footpath across the cricket pitch. The Ashcombe school was second with Vehicle Activated Signs being erected either side of the school gates. Brockham school was third on the list with negotiations for a cycle link between Betchworth and Brockham progressing with the relevant landowners. Westcott school was next on the list with drawings for a Puffin crossing being produced and consultations have started.

**3.0 2005/6 PRIORITIES**

3.1 The full schools priority list is shown in **Annexe 1** and the top eight schools for the Leatherhead and Dorking implementation areas for 2005/6 are shown in the table below. Alongside each school, the schemes considered to be of highest priority are detailed. Additionally the column titled 'comments' explains whether there are issues or external sources of funding that would have an effect on the overall programme.

<b>DORKING IMPLEMENTATION AREA</b>		
<b>School</b>	<b>Scheme</b>	<b>Comments</b>
Weald	Cricket pitch footpath	Ongoing
Powell Corderoy	Proposed cycle route	Devel' funding
Westcott	Puffin crossing proposal	
Priory	Proposed cycle route	Devel' funding
Brockham	Proposed cycle link	Ongoing
Acorns (Betchworth)	Proposed cycle link	Ongoing
Abinger Hammer	Investigate ped crossing	
St. Paul's	Construct cycle shelters	

<b>LEATHERHEAD IMPLEMENTATION AREA</b>		
<b>School</b>	<b>Scheme</b>	<b>Comments</b>
Therfield	Extension of cycle links	Ongoing (separate from SRtS)
Greville	Footway improvements works	Planning gain
Fetcham/Oakfield	Footway widening	Ongoing
St. Mary's	Puffin crossing	Jt project with Downsend
Downsend Lodge (Leatherhead)	Puffin crossing	See above
Eastwick Junior	Investigate ped crossing points	
All Saints	Footway widening	
South Bookham School	Investigate ped crossing points	

3.2 It can be seen from the above tables that some issues are to be funded externally or by means other than the LTP Capital Allocation. With this in mind, the forward programme for SRtS schemes/projects will need to account for the following new schemes, listed in order of priority:

Dorking

- Westcott - Puffin crossing
- Abinger Hammer – investigate possibility of improved crossing
- St. Paul's – investigate possibility for provision of bike shelters

Leatherhead

- St Mary's/Downsend Lodge - Puffin crossing
- Eastwick - investigate improved crossing points
- All Saints – footway widening works
- South Bookham School – investigate improved cycle storage

- 3.3 There is also one school, namely The Dawnay (library footpath) that no longer sits as a high priority overall. It is nevertheless considered appropriate to continue with the work previously identified.

#### **4.0 WAY FORWARD**

- 4.1 A separate report on this agenda titled 'Capital Projects' identifies the levels of funding available for SRtS in 2005/6. The funding identified will not be sufficient to progress all of the existing and new schemes. It is therefore suggested that the 2005/6 budget for SRtS is utilised by continuing the work that the LTS gave an undertaking to do last year and to progress the top priority 'new' scheme for both the Dorking and Leatherhead implementation area. Both of these schemes (Westcott puffin crossing and Epsom Road puffin crossing) have already been agreed in principle at this Committee.

#### **5.0 CONSULTATIONS**

- 3.1 Consultations are ongoing with the most 'active' schemes programmed and schemes that require statutory consultation will go through that process in due course.

#### **6.0 FINANCIAL IMPLICATIONS**

- 6.1 See separate item on this agenda (Capital Projects) with respect to financial implications for Safe Routes to School schemes. That report suggests a total budget of £110,000 should be assigned for Safe Routes to School schemes in Mole Valley, during 2005/6. This is subject to Members approval at this Committee.

## **7.0 SUSTAINABLE DEVELOPMENT IMPLICATIONS**

- 7.1 The implementation of Safe Routes to Schools projects help promote and encourage a larger proportion of journeys to be made by more sustainable means and thereby contributing towards the objectives and targets of the Local Transportation Plan.

## **8.0 CRIME & DISORDER IMPLICATIONS**

- 8.1 There are no crime and disorder implications associated with this report.

## **9.0 EQUALITIES IMPLICATIONS**

- 9.1 The approval of this list and progression/completion of associated schemes would help assist the crossing of roads for the less able including the visually or hearing impaired and the young or elderly.

## **CONCLUSION AND REASONS FOR RECOMMENDATIONS**

The priority list ensures resources and finances are targeted on areas of greatest need under the Mole Valley Safe Routes to School programme. It is therefore recommended that Members of this Committee approve the list for each of the implementation areas and the progression of works associated with those schools of highest priority.

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**BACKGROUND PAPERS: Previous committee papers**

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