



Supplementary Agenda

Response to Q4 (Item 11) and Updated Altered motion
(Item 13)

for the meeting of

THE COUNTY COUNCIL

to be held on

8 OCTOBER 2024

(i)

11 MEMBERS' QUESTION TIME

TABLE NOW INCLUDED 08/10/24

MATT FURNISS, CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND ECONOMIC GROWTH

4. CATHERINE BAART (EARLSWOOD AND REIGATE SOUTH) TO ASK:

In the Council meeting of July 2021 Cllr Furniss announced a one-off injection of £3 million, split over three years, to clear the backlog of outstanding recommended road safety improvements outside 49 schools across Surrey.

Please could you provide a table showing for each of the 49 schools what road safety improvements are complete/still planned and the cost? Please could you confirm the remaining budget?

RESPONSE:

In July 2022 Surrey County Council confirmed [significant additional funding](#) of £3 million spread over three years to make walking, wheeling and cycling to school easier and safer, and to mitigate the negative road safety and pollution impacts of motor vehicles near schools. The following table (see below) provides a summary of the schemes implemented so far and their cost, along with a list of the remaining schemes to be implemented in the coming months and their estimated cost.

Once complete, the programme will have delivered improvements at 29 schools, including signalised or zebra crossings, traffic calming, 20 mph schemes, footway widening and a pilot of the first 'School Street' in Surrey.

The original list of 49 schools was refined and reprioritised in this programme, as some of the schools and proposals on the initial list were implemented by investment from the former Local Committees, local members, or from developer funding such as Community Infrastructure Levy. In other cases, the school was closed, or the scheme was not in the end found to be justified following detailed assessment and investigation.

There is continued demand for such improvements outside schools. These have generally proven very popular in responding to public concerns and have been effective in supporting active travel. Consequently, discussions are taking place over the possibility of further funding being made available for such schemes in future years as part of the budget setting process. Members also have the option to invest in such schemes themselves with the budgets allocated to them for highway improvements. Some schemes have been implemented using Community Infrastructure Levy funding too.

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		Investment Outturn						
		Actual	Actual	Estimated	External contributions			
Scheme	Description	FY22/23	FY23/24	FY24/25		Total	Status	Notes
Lakeside Primary School, Alphington Avenue, Frimley	Raised table crossing points	8,621				8,621	N/A	Scheme cancelled due to relocation of school
Lyndhurst Prep School, The Avenue, Surrey Heath	Enhanced crossing points		13,223			13,223	N/A	Removed from programme due to lack of justification
St Lawrence C of E Primary, Church Road, Molesey	Junction improvement and zebra on raised table	23,846	134,522	110,000		268,368	Complete	
Walton Oak, Ambleside Road, Walton on Thames	Zebra crossing on raised table junction and removal of priority give way	16,670	111,569		-108,622	19,617	Complete	CIL contribution of up to £150,000 from Elmbridge BC
St Lawrence of Effingham, Lower Road, Effingham	Installation of two raised road table crossing points	23,126	143,506			166,632	Complete	
Boxgrove School, Boxgrove Lane, Guildford	Zebra crossing on raised table	7,865	89,247			97,112	Complete	
St Michaels RC Primary, Feltham Hill Road, Ashford	Zebra crossing on a raised table	12,254	99,526			111,780	Complete	
St Lawrence C of E Primary School, Bagshot Road, Chobham	Zebra crossing on a raised table	19,445	173,393			192,838	Complete	
Ravenscote Junior School, Upper Chobham Road, Frimley	Signal crossing on raised table	63,968	43,486			107,454	Complete	
Warlingham Village Primary School, Farleigh Road, Warlingham	Contribution to 20 mph scheme	1,978	15,000			16,978	Complete	
Hoe Valley School, Egleby Road, Woking	Amendments to signal timings		35,558			35,558	Complete	
Warren Mead Infant School, Partridge Mead, Nork	Enhanced crossing points		9,655	60,000		69,655	Complete	
Echeiford Primary School, Park Road, Ashford (called Ashford Primary in Finance System)	Raised table junction improvement	607	15,038	85,000		100,645	Complete	
All Hallows Catholic Secondary School, Weybourne Road, Farnham	Bus stop clearway, guard railing removal	82	17,019	25,000		42,101	Complete	
Walsh Infants and Juniors, Ash Street, Ash	Signal crossing on raised road table, remove layby, reposition bus stop	15,100	11,127	190,000		216,227	Complete	
Clarendon Primary School, Village Way, Ashford	Continuous footway	15,665	4,585	70,000		90,250	Complete	

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Tormead School, Cranley Road, Guildford	Zebra on raised table, footway widening	10,826	15,676	88,000		114,502	Complete	
St Alban's Catholic Primary School, Beauchamp Road, Molesey	Zebra on raised table, junction improvement	228	14,463	130,000		144,691	Complete	
St Joseph's Catholic Primary School, Linkfield Lane, Redhill	Zebra on raised table, footway widening			300,000		300,000	Complete	
Burstow Primary School, Wheelers Lane, Smallfield	Zebra, raised table crossing point, one way point closure, rain garden	-	180,000	180,000	-360,000	-	Complete	Scheme funded from Tandridge CIL (£360K)
Puttenham C of E Infant School, Puttenham	Footway widening and 20 mph limit	82	17,416	15,000		32,498	Q3 2024/25	
Riverview Primary School, Riverview Road, Ewell	Footway widening and 20 mph limit		14,151	50,000		64,151	Q3 2024/25	
St Pauls, The Cardinals Tongham	20 mph speed limit		2,852	10,000		12,852	Q3 2024/25	
William Cobbett Primary School & FHE School Street	School Street, signalised crossing	574	28,997	230,000		259,571	Q3 2024/25	
Hurst Park Primary School, Hurst Road, West Molesey	Signalised crossing	548	13,259	144,000		157,907	Q4 2024/25	
Cobham Free School-Junior Site, Portsmouth Road, Cobham	Footway improvements		4,110	50,000	-25,000	29,110	Q4 2024/25	CIL bid submitted to Elmbridge BC
Leatherhead Trinity School, Kingston Road, Leatherhead	Signalised crossing improvements, footway widening	7,335	17,679	230,000		255,014	Q4 2024/25	
Holmesdale Community Infant School, Alma Lane, Reigate	Footway and rain garden	172	5,473	50,000		55,645	Q4 2024/25	
Box Hill School, London Road, Dorking	20 mph speed limit		792	30,000		30,792	Q4 2024/25	
St Martins School, Chalkpit Lane, Dorking	Zebra crossing		5,877	80,000		85,877	Q4 2024/25	
Send CofE Primary School, Send Barnes Lane	Toucan Crossing on raised table	6,541	-			6,541	TBC	This is being installed by the Garlic Arch developer
Total		227,012	1,223,976	2,127,000	-493,622	3,084,366		

13 ORIGINAL MOTIONS

UPDATED 08/10/24

Item 13 (i)

Steven McCormick (Epsom Town & Downs) to propose to alter the motion standing in his own name under Standing Order 20.3(a) to read as follows:

**(additional words underlined in bold and deletions crossed through)
This Council notes that:**

Home delivery via motorcycles and pedal cycles from takeaway outlets is becoming increasingly popular. It responds to customer demand, adds to the local economy and provides employment opportunities for delivery drivers. However, like some other changes of shopping behaviour and consumer preferences, it can also raise unexpected, and sometimes unwanted consequences.

~~Currently, in too many areas of Surrey, high streets and shopping centres are facing a need for parking spaces by delivery drivers and, too often, that is leading to inconsiderate, dangerous and illegal parking on the pavement to the detriment and safety of pedestrians and shoppers and, currently, there is no agreed response from SCC.~~

Surrey County Council should be consulted on applications for outlets by the district planning authorities. In the case of purpose built sites Transport Development Planning have ensured that there is sufficient space for delivery drivers and are additionally mindful of the need to build in provision for mopeds and motorcycles on applications the Surrey County Council is consulted on.

In some areas of Surrey, high streets and shopping centres are facing a need for parking spaces by delivery drivers and, too often, that is leading to inconsiderate parking on and illegal driving over the pavement to the detriment and safety of pedestrians and shoppers.

In light of the factors listed above, ~~and with reference to the~~ [Transportation Development Planning Good Practice Guide](#) this Council calls upon the Cabinet to commit to:

- ~~I. Create a new piece of 'Standing Advice' for local planning authorities to consider, that new retail developments, and changes of use, factor in the requirements for motorcycle delivery parking.~~
- ~~II. Write to central government to request a consultation on a nationwide scheme whereby delivery companies will suspend riders for a period of time on receipt of photographic evidence, from Highways or the Police, if one of their riders access or park on the pavement or in contravention of the law.~~
- III.
 - I. Write to delivery companies (Uber Eats, Deliveroo, Just Eat, etc.) to highlight the issue of motorcycle delivery parking **on pavements and issues caused by riding on and across pavements.** and ~~to request that they introduce a policy whereby delivery~~

companies will suspend riders for a period of time on receipt of photographic evidence, from Highways or the Police, if one of their riders access or park on the pavement or in contravention of the law. **information from these companies on the training and guidance given to their riders and for them to provide information on their policies for dealing with evidenced poor rider behaviour involving the highway or pavement.**

~~IV. Create a new piece of 'Standing Advice' for input into Local and Neighbourhood Plans, requiring sites with takeaway outlets to have designated parking areas close to the high street where motorcycles can be left securely.~~

II. **To request a round table meeting with all delivery companies and Surrey Police to discuss best practice guidelines for delivery riders in Surrey.**

~~V. Work with take-away outlets, local landowners and borough and district councils across Surrey to identify sites for designated parking areas close to the high street where motorcycles can be left secure.~~

VI.

III. ~~Work more closely with partners, the~~ **with Surrey Police, as the enforcement authority,** and borough and district councils, to enforce more effectively the current parking restrictions, and to identify measures to discourage all motorised vehicles accessing the footway. **to tackle key areas where this issue occurs and educate the drivers on their driving behaviour where appropriate.**

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