

CABINET MEMBER DECISION

Decision:

Petition: Request significant improvement to pedestrian safety on Woodhatch Road

(i) Details of petition:

A petition of 106 signatories was presented by Mandy Hunt. The petition and response were published as a supplement to the agenda. Mandy Hunt thanked the Cabinet Member for the response but asked that the whole road be taken into consideration and pointed out various locations along the road where there was lack of signage or where a crossing would be beneficial.

Catherine Baart, the Divisional Member, spoke in support of the petition. She stated that the process for agreeing schemes like this and divisional member involvement had changed and the new process was not yet in place. She understood that she could put forward one scheme a year. One aspect that she thought would help the situation immediately was for signage for the informal crossings from Felland Way and near Tyler's Junction. She had been told by officers that the signs will be sorted out when funding is available and asked the Cabinet Member when the funding was going to be available.

The Road Safety & Sustainable School Travel Team Manager explained that discussions with colleagues about the junction with Tyler's Way where there had been a history of collisions indicated that there was an ambition for a scheme there to try and manage speeds and make crossing the road safer there. Officers would take a look at the level of crossing demand at Tyler and Felland to see which would be the priority. This could then be included on the potential list of future schemes.

The Cabinet Member thanked the petitioner, divisional Member and officer for their contributions to the discussion. He confirmed to the Divisional Member that it would be down to her to nominate her single scheme. The Select Committee had to have their input first on what new criteria was used for that. So it is the absolute priority for your area each year and on funding you can use your £7,500 revenue or parts of your £30,000 from £100,000 pounds, so funding is not an issue.

Decision taken by:

- (i) Name:** Matt Furniss
- (ii) Portfolio:** Cabinet Member for Transport, Infrastructure & Economy Decisions

Date of Decision: 27 June 2022

CABINET MEMBER DECISION

Decision:

Highway Improvements To Improve Road Safety, Tackle Speeding And Support Active Travel To Schools

(i) Details of decision

1. That the lists of schemes in Annexes 1, 2 and 3 for delivery during 2022/23 that are designed to reduce road casualties, tackle speeding, and make walking, push scooting and cycling to school safer and more attractive be endorsed.
2. That decisions on the prioritisation of schemes in future years be delegated to the Director for Highways and Transport in consultation with the Cabinet Member for Transport, Infrastructure & Economy, ensuring that Divisional Members for such schemes are informed if the overall list of schemes needs to be refined (for example if some schemes need to be paused, amended or brought forward) during 2022/23.

(ii) Reasons for decision

The investment in the proposed highway schemes will contribute to reducing road casualties, tackling speeding and making walking, push scooting and cycling to school safer and more attractive. This supports the Council's objectives set out with the Council's Greener Futures agenda and the (draft) Surrey Transport Plan which is due to be considered by Full Council in July.

(iii) Details of any alternative options considered and rejected

NA

(iv) Details of any consultation and representations received not included in the published report

NA

Conflicts of Interest and any Dispensations Granted

(Any conflict of interest declared by any other Cabinet Member consulted in relation to the decision to be recorded and any dispensations granted by the Audit and Governance Committee)

NA

Decision taken by:

(i) Name: Matt Furniss

(ii) Portfolio: Cabinet Member for Transport, Infrastructure & Economy Decisions

Date of Decision: 27 June 2022

Date of Publication of Record of Decision: 27 June 2022

Date decision effective (i.e. 5 working days after date of publication of record of decision unless subject to call-in by the Environment and Transport Select Committee): 4 July 2022

Annex 1: Proposed Investment of £200,000 in Low-Cost Highway Safety Schemes

District/ Borough	Location	Description	Estimate
RUN	A317 St. Peter's Way, Addlestone (Addlestone Moor Roundabout)	Amend width of roundabout circulatory and provide lane markings and yellow backed terminal signing	£15,000
MV	A24 London Road Jct. Pixham Lane, Dorking (Denbies Roundabout)	Amend width of roundabout circulatory	£24,000
MV	B2122 Guildford Road, Leatherhead (Incl. Jct. Hawks Hill Close) (Phase I)	600mm Dia. 670 (30mph) & S/D vehicle activated sign	£4,250
TAN	B2037 Antlands Lane, Burstow (Shipley Bridge Lane to Redehall Road)	Yellow backed signing enhancements / HMP's on bends - Design only 2022-2023	£3,000
TAN	C85 Dwelly Lane, Limpsfield (Red Lane to Haxted Lane)	Enhance signing / Refresh markings / Relocate chevrons	£10,000
SPE	A244 Walton Bridge Road Jct. B375 Russell Road, Shepperton (Marshall's roundabout)	Amend width of roundabout circulatory and add lane destination markings	£7,500
RUN	A30 London Road, Virginia Water (length in Runnymede)	Speed limit reduction (60/50mph to 50/40mph)	£10,000
S/H	A30 London Road, Windlesham (length in Surrey Heath)	Speed limit reduction (60/50mph to 50/40mph)	£18,000
RUN	A30 London Road, Virginia Water (Near Jct. Meadow Road)	Advanced junction warning signs.	
S/H	A30 London Road, Bagshot (Depot through Bagshot)	Speed limit reduction (40mph to 30mph)	£15,000
ELM	B280 Fair Oak Lane, Oxshott (Malden Rushett)	Speed limit reduction (60mph to 50/40mph)	£10,000
ELM	D6835 Littleworth Road & D6827 Oaken Lane, Claygate	Speed limit reduction (60mph to 40/30mph)	£10,000
SPE	B375 Renfree Way Jct. High Street, Shepperton (RAB)	Amend width of roundabout circulatory and remove cycle lane markings	£15,000
ELM	A309 Hampton Court Way Jct. Riverside & Creek Road, East Molesey (Hampton Court)	Reduction in Riverside exit lanes subject to traffic survey	£20,000
ELM	A245 Byfleet Road, Cobham (Brooklands Road - Seven Hills Road)	Speed limit reduction (50mph to 40mph)	£10,000
E&E	A24 London Road, Stoneleigh (North Jct. Briarwood Road)	600mm 30/40/Dia. 513LR vehicle activated sign	£5,000
MV	A246 Young Street Jct. B2122 Guildford Road, Leatherhead	Add dedicated left turn lane and amend width of roundabout circulatory	£15,000
MV	C54 Middle Street, Brockham (Oakdene Road - Glenfield Road)	Priority give-ways (2no) and vehicle activated sign in collaboration with Parish Council	£10,000
RUN	D3167 Norlands Lane, Egham	1no. 300mm Dia. 670 (30mph) vehicle activated sign	£2,330
WOK	C143 Brewery Road, Woking	2no. 300mm Dia. 670 (30mph) vehicle activated sign	£4,700
R&B	B2032 Waterhouse Lane, Lower Kingswood	1no. 450mm Dia. 670 (30mph) vehicle activated sign	£2,690
TAN	C66 Weatherhill Road, Smallfield	1no. 450mm Dia. 670 (30mph) vehicle activated sign	£2,840
Total			£213,465

Annex 2: Proposed Investment of £1million in Road Safety and Speed Management

Larger highway safety schemes

District/ Borough	Location	Description	Estimate
GFD	A247 Clandon Road Jct. A3 Southbound Slip, Send	Redesign junction - Single entry to A3 slip. This has strong support from local residents and member.	£80,000
R&B	B2032 Pebble Hill Road, Betchworth (Bends on the borough and district boundary) (Incl. Jct. Headley Common Road, Headley)	Redesign junction: close the existing southbound / right turn from Headley Common Road section of carriageway. This has strong support from the local member.	£180,000
MV	A246 Young Street, Leatherhead (Bockets Farm - Givons Grove)	1 - Speed limit review (60mph to 50/40mph). 2 - Reduce from 3 lanes to conventional 2 lane single carriageway with hatching / traffic islands and possible right turn lane at junction with Salvation Place.	£150,000
WAV	A31 Farnham By-Pass, Farnham (Westbound approach to Coxbridge Roundabout)	Westbound lane reduction / realignment and reduction in speed limit from 70 mph to 60 mph.	£150,000
Total			£560,000

Safety camera enforcement schemes

District/ Borough	Road No.	Road Name	From	To	Exceeds 85th Percentile + 5mph	Collision Points	Camera Type	Description	Cost Estimate
R&B	A23	Horley Road	Three Arch Road	West Avenue	Yes	39.95	Spot speed	Two-way spot speed camera.	£50,000
R&B	B2032	Dorking Road	New Rd	North Lodge	Yes	37.13	Average	Single zone average speed camera. This has been the subject of a petition and has strong support from the local member.	£120,000
R&B	B2032	Dorking Road	A217	New Rd	Yes	23.45	Average	Single zone average speed camera. This has been the subject of a petition and has strong support from the local member.	£120,000
GFD	A25	Shere Road	Trodds Ln	Sherbourne	Yes	22.47	Average	Single zone average speed camera - split carriageways requires additional cameras.	£150,000
WOK	B382	Old Woking Road	Sheerwater Rd	Pyrford Common Rd	No	17.00	Average	Single zone average speed camera. The mean average speeds are not high but meets policy due to history of speed related collisions. This has been the subject of a petition and has strong support from the local member.	£120,000
Total									£560,000

Rural speed limit review project – allocation of £100,000 to allow an extension of the rural speed limit review project further west across the south of Guildford and across Waverley.

Summary

Four average speed camera schemes and one spot speed camera scheme	£560,000
Four larger highway safety schemes	£560,000
Rural speed limit review project	£100,000
Total	£1,220,000

In addition to the schemes funded from the new £1million budget listed above, there are several other safety camera schemes being implemented this financial year using other budgets. These are listed below.

- Upgrade to six red-light or combined speed and red-light cameras from wet film technology to digital (funded by the Police via the Drive SMART road safety partnership). These include:
 - A25 Ladymead junction with Woodbridge Road, Guildford (2 cameras)
 - A309 Kingston Bypass junction with Manor Road North, Hinchley Wood
 - A308 Staines Road West junction with Chertsey Road, Ashford
 - A308 Staines Road West junction with Cadbury Road
 - A320 Victoria Way junction with Chobham Road, Woking
- Introducing an average speed camera system on the Pirbright Bends (Gole Road, Gapemouth Road, Grange Road and Mytchett Place Road, funded by the Police via the road safety Drive SMART partnership)
- A new spot speed camera on the A217 Dovers Green Road, funded from the Department for Transport Safer Roads Fund
- Repositioning of the existing average speed cameras on Charlton Road, Charlton, required due to a new roundabout being implemented through a condition of the Shepperton Studios redevelopment, funded by the developer
- Repositioning of the existing average speed cameras on A320 St Peter's Way, due to a major scheme to widen the carriageway, funded for from the Housing Infrastructure Fund.
- Replacement of a damaged speed camera on the A25 Epsom Road, Merrow (to be reclaimed from the insurance of the driver of the vehicle that crashed into the camera column).

Potential safety camera schemes for years two or three

District/ Borough	Road No.	Road Name	From	To	Exceeds 85th Percentile + 5mph	Collision Points	Camera Type	Description	Cost Estimate
MV	A24	Horsham Road	Flint Hill	Beare Green	Yes	19.50	Average	Long length and complex site requiring further development to determine optimum layout. This has strong support from local residents and members. Potential year two or three scheme.	TBC
SH	A322	Bagshot Bypass	New Rd	County Boundary	Yes	23.50	Average	Complex site requiring further development to determine optimum layout. Potential to combine existing red-light camera with average speed capability. Potential year two or three scheme.	TBC
TAN	A22	Caterham Bypass	Wapses Lodge	Godstone Rd	Yes	14.00	Average	Dual carriageway – difficulty in identifying power source at northern end.	TBC
ELM	B374	Brooklands Road	Wellington Way	St Georges Ave	Yes	12.56	Average	Potential year two/three scheme.	£120,000

District/ Borough	Road No.	Road Name	From	To	Exceeds 85th Percentile + 5mph	Collision Points	Camera Type	Description	Cost Estimate
TAN	A22	Caterham Bypass	Godstone Rd	M25 Jct 6	TBC	9.00	Average	Need for speed limit review. Potential year two/three scheme.	TBC
ELM	B374	Brooklands Road	A245	Wellington Way	Yes	8.70	Average	Potential year two/three scheme	£120,000
ELB	A244	Leatherhead Road, Oxshott	Danes Hill Dr	30mph terminals at southern end	No	8.50	Average	This scheme is the subject of a CIL bid. A new lower 20 mph speed limit is due to be introduced on an adjacent stretch, and a new central island is due to be installed. Therefore the site will be reassessed once these have been implemented to see if it meets the County Council's policy.	£150,000
SH	A322	Bagshot Bypass	M3	New Rd	No	8.50	Average	Potential year two/three scheme	£150,000
MV	A25	Westcott Road	Westcott Heath	Milton Street	Yes	6.00	Average	Potential year two/three scheme	£120,000
WAV	A283	Petworth Road, Chiddingfold	Skinner's Ln	30mph terminals	Yes	2.92	Average	Potential year two/three scheme	£120,000
WOK	B382	Old Woking Road	East Hill	Maybury Hill	No	6.00	Average	Assessed but does not meet criteria	n/a
WOK	B382	Old Woking Road	Pyrford Common Rd	East Hill	No	0.00	Average	Assessed but does not meet criteria	n/a
WAV	A281	Birtley Road	Bramley Library	30 mph terminals at southern end	Yes	TBC	Average	Potential year two/three scheme with strong support from local MP, councillor and school	£120,000

More schemes are likely to be added to the above list during the current year. A list of potential speed management highways schemes is also being compiled. The County Council's policy is that safety camera schemes will only be implemented when traffic calming is not feasible.

Annex 3: Proposed Investment of £1,000,000 on “Road Safety Outside School” Schemes

District	School Name	Location	Proposal	Design	Build	Total	Rationale for Inclusion in Year One
Elmbridge	St Lawrence C of E Primary	Church Road	Potential point closure /enhanced crossing location. Also kerb adjustment to realign junction visibility.	10,000	140,000	150,000	This scheme is being developed in response to a petition. Site assessment has confirmed a need for a scheme to improve pedestrian facilities. The local MP is in support of this scheme.
Elmbridge	Walton Oak	Ambleside Avenue	Zebra crossing in the vicinity of the school removal of parking, removal of priority give way to allow alternative parking (design only).	20,000	0	20,000	This scheme was developed after a school crossing patrol left their role and it not being possible to find a replacement. There has been a petition, and a site assessment has confirmed a need for an improved crossing facility. This is scheme is complicated by the fact that it will require removal of some on-street parking and so is likely to require careful public engagement. Therefore, it is proposed that this scheme is designed in year one and delivered in year two. The implementation costs are the subject of a CIL bid.
Guildford	Send Primary School	Send Road Send	Toucan Crossing (single stage) to be installed to link with original cycle path	20,000	180,000	200,000	This scheme was developed following petition and reports of near misses with children using a pedestrian refuge. This scheme has been approved in principle by the local committee. There are no realistic alternatives to the proposed location. This is a through route and therefore not suitable for a “school street” pedestrian zone.
Guildford	St Lawrence of Effingham	Lower Road Effingham	Installation of two raised road tables.	2,000	118,000	120,000	This scheme was developed following petition and reports of near misses with children using the existing crossing point. The scheme was approved in principle by local committee. A design was already paid for by local committee and is near complete. This is a through route and not suitable for a “school street” pedestrian zone.
Guildford	Walsh Infants and Juniors	Ash Street	A controlled crossing potentially on a raised road table, remove layby, reposition bus stop		50,000	50,000	This scheme was developed following a petition and reports of near misses and a pedestrian casualty near to a substandard narrow pedestrian island. It is complicated by the need to remove a bus layby and relocate a bus stop. This is joint funded along with £70,000 local funding.
Spelthorne	Clarendon Primary School	Knapp Road	Refresh the school yellow zig zags and double yellow lines in the school area/ Implement School Street	10,000	5,000	15,000	This scheme is suggested because the school have committed to marshalling a “school street” pedestrian zone at school journey times without the need for camera enforcement. This would be the first trial of a marshalled “school street” in Surrey. There is only one residential access within the zone which means a marshalled school street is viable.

District	School Name	Location	Proposal	Design	Build	Total	Rationale for Inclusion in Year One
Spelthorne	St Michaels RC Primary	Feltham Hill Road	Zebra/signalised crossing on raised road table at vacant school crossing patrol site.	20,000	130,000	150,000	This scheme has been suggested after a school crossing patrol left and it is not possible to find a replacement. Site assessments have confirmed a need for an improved crossing facility for large numbers of pedestrians at school times. There is only one option for the location for the proposed crossing facility. This is a through route and not suitable for a "school street" pedestrian zone.
Surrey Heath	St Lawrence Chobham	Bagshot Road	Signalised crossing on raised road table and other crossing points	10,000	220,000	230,000	This scheme was developed in response to a petition. Site assessments have confirmed a need for an improved crossing facility for large numbers of pedestrians. This is a through route and therefore not suitable for a "school street" pedestrian zone.
Surrey Heath	Ravenscote Junior	Upper Chobham/Old Bisley Road	Upgrade the existing informal crossing point to a signalised controlled crossing with countdown	0	130,000	130,000	This scheme has been suggested in response to petitions and campaigning by local people especially after a school crossing patrol left their role and it not being possible to find a replacement. It is part of a wider scheme to improve safety on the approaches to the school following injury collisions. This scheme has already been designed.
Surrey Heath	Lakeside	Alphington Avenue	Two raised tables at each of the crossing points across Alphington Avenue	25,000	75,000	100,000	This scheme was suggested in response to concerns over speeds and road safety raised by the school in 2015. The scheme is comparatively easy to deliver consisting of two road tables at existing crossing points on Alphington Avenue. This is a through route and not suitable for a "school street" pedestrian zone.
Tandridge	Warlingham Village Primary School	Farleigh Road	Contribution to implement a 20mph speed limit on traffic calming scheme allocated funding by local member	15,000		15,000	A scheme to provide additional traffic calming on Farleigh Road is being allocated funding by the local member. It is proposed that additional funding is allocated to implement a 20 mph speed limit. This is a through route and not suitable for a "school street" pedestrian zone.
			Year One Total	132,000	1,048,000	1,180,000	

Potential Year Two and Three Schemes

District	School Name	Location	Proposal description and rationale

District	School Name	Location	Proposal description and rationale
Elmbridge	St Albans	Beauchamp Road	The suggested scheme is to provide a zebra crossing on the existing raised road table informal crossing point outside the school. The scheme also includes a narrowing to the junction with Seymour Road, and another raised table to reduce speeds just to the east of the junction with Seymour Road. This scheme was developed in response to concerns over speeding and difficulty in crossing the road and has the support of the local MP. This site does not have an existing school crossing patrol. The scheme will require careful engagement with local residents over the impact on on-street parking. Therefore, this scheme is proposed for implementation year two or three to allow time for the public engagement alongside the design process. The suggestion for a "school street" pedestrian zone was rejected.
Elmbridge	Hurst Park Primary School	Hurst Road	The suggested scheme is for a signalised pedestrian crossing in the vicinity of the school. This need has been highlighted in the school's travel plan and confirmed via on-site observations. A feasibility study would be required to assess the viability of providing a signalised crossing due to the presence of side roads and driveway crossovers. Therefore, this scheme is proposed for implementation in year two or three to allow time for the public engagement alongside the feasibility and design process. This is a through route so is not appropriate for a "school street" pedestrian zone.
Elmbridge	Cobham Free School Junior Site	Portsmouth Road	This scheme is for improve pedestrian facilities on the approach to the existing signalised pedestrian crossing and new school warning signing. This scheme is forming the basis for a separate CIL bid. This is a through route so is not appropriate for a "school street" pedestrian zone.
Elmbridge	Long Ditton St Mary's Junior School	Long Ditton	This scheme derives from a complaint from the school regarding speed on Sugden Road and layout of road including a central island. The scheme consists of an enhanced crossing point, and removal of a central island.
Epsom & Ewell	Danetree Primary School	Danetree Road	To be reviewed. The initial scheme suggested was for a raised road table at the main crossing point. However, this site has good potential for a "school street" pedestrian zone. Therefore, it is suggested that this be considered in year two or three once the County Council has the power and resource to enforce "school streets".
Epsom & Ewell	St Joseph's Catholic Primary School	Rosebank	To be reviewed. A number of small engineering improvements have been suggested including dropped kerbs and measures to improve parking arrangements. This site might have the potential for a "school street" pedestrian zone. Therefore, it is suggested that this be considered in year two or three once the County Council has the power and resource to enforce "school streets".
Epsom & Ewell	Riverview Primary School	Riverview Road	There is a need for improved pedestrian crossing facilities and parking controls across Riverview Road and Huntsmoor Road. This is complicated by the location of the school entrance being adjacent to the junction to Riverview Road and Huntsmoor Road, on a bend with private driveways nearby too. Therefore there could be several options to improve the facilities that will require feasibility and public engagement. Therefore, this scheme is proposed for implementation in year two or three to allow time for the public engagement alongside the feasibility and design process. This is a through route so is not appropriate for a "school street" pedestrian zone.
Guildford	Ash Manor Secondary School	Manor Road	Traffic calming / raised road table scheme. This scheme is being delivered via section 106 developer funding. This is a through route so is not appropriate for a "school street" pedestrian zone.

District	School Name	Location	Proposal description and rationale
Guildford	St Thomas of Canterbury	Horshoe Lane West, Merrow	This site was visited in Autumn 2021 in response to a request from local residents and councillor. The suggested scheme includes a point closure on Horseshoe Lane West and Boxgrove Lane along with a possible 20 mph speed limit and minor amendments to parking controls. This scheme would require significant resource for public engagement so it is proposed that this be scheduled for delivery in year 2 or 3.
Guildford	Boxgrove Primary School	Boxgrove Lane	Since a school crossing patrol left their post, it has not been possible to recruit a replacement. Consequently, a request has been made in 2022 to provide a formal crossing point on the existing raised road table crossing point. This would require feasibility work to check the viability due to the presence of nearby drive ways. Therefore it is suggested that this scheme be scheduled for delivery in year 2 or 3. This is a through route so is not appropriate for a "school street" pedestrian zone.
Guildford	St Pauls C of E Tongham	The Cardinals	To be reviewed. This scheme is for a raised road table, with buildout and amendments to parking controls. This site might have the potential for a "school street" pedestrian zone. Therefore, it is suggested that this be considered in year two or three once the County Council has the power and resource to enforce "school streets".
Guildford	Merrow Infants	Merrow Street	To be reviewed. The original suggestion was to implement bollards on the roundabout front entrance to the school to control parking on Kingfisher Court. However this assessment was undertaken several years ago and needs to be reviewed. The other school entrance on Merrow Street might have the potential for a "school street" pedestrian zone. Therefore, it is suggested that this be considered in year two or three once the County Council has the power and resource to enforce "school streets".
Guildford	Tormead School	Cranley Road	Implement a zebra/enhanced crossing on raised road table on Cranley Road between the two school sites. This was developed in response to concerns raised by the school. There could be different options including point closures to create a low traffic neighbourhood that would need to be developed and consulted upon. Therefore, this scheme is proposed for implementation in year two or three to allow time for the public engagement alongside the feasibility and design process.
Guildford	St Joseph's Catholic Primary	Aldershot Road	Upgrade zebra crossing to a pelican crossing. There has been a petition to upgrade the zebra crossing to a signalised crossing due to concerns over some drivers flouting the need to stop for pedestrians. There has been a pedestrian injury here. As there is already a crossing facility here it is suggested that this scheme is less urgent than others and should therefore be scheduled for delivery in years 2 or 3. This is a through route so is not appropriate for a "school street" pedestrian zone.
Guildford	Puttenham C of E	School Lane	This scheme includes a kerb realignment and lining scheme and consideration for a 20mph limit through the village. This was developed in response to a request from the local member. This would need careful consultation and engagement. Therefore, this scheme is proposed for implementation in year two or three to allow time for the public engagement alongside the feasibility and design process.
Mole Valley	Newdigate Infant School	Village Street	This scheme is to amend parking controls outside the school to improve visibility for the school crossing patrol location and slow vehicle speeds. There is already a crossing patrol service, and the amendments to parking and presence of adjacent drive ways will require careful public engagement. Therefore, this scheme is scheduled for delivery in year 2 or 3 to allow time for the public engagement alongside the feasibility and design process.

District	School Name	Location	Proposal description and rationale
Mole Valley	Box Hill School	Old London Road	There is a desire for a 20mph speed limit through Mickleham to reinforce lower speeds in the village centre which includes Box Hill School. This may require traffic calming at the southern end as an additional supporting measure to ensure a successful reduction in speeds. The nature of this element of the scheme would require feasibility design and consultation. Therefore, this scheme is scheduled for delivery in year 2 or 3 to allow time for the public engagement alongside the feasibility and design process.
Mole Valley	St Martins	Chalkpit Road, Dorking	There is a desire for enhanced pedestrian crossing facilities at this location. However, the site is complicated by being adjacent to a shopping parade forecourt access. There is already a pedestrian refuge. Therefore, this scheme is scheduled for delivery in year 2 or 3 to allow time for the public engagement alongside the feasibility and design process.
Mole Valley	Leatherhead Trinity Primary School	Woodville Road	This scheme involves the narrowing of the road to widen the footways which will reduce the distance required to cross the road. It also includes the provision of a raised table across the mouth of a side road to assist pedestrians. This is a substantial scheme and so is scheduled for delivery in year 2 or 3 to allow time for the public engagement alongside the feasibility and design process.
Reigate & Banstead	Sandcross School	Sandcross Lane	A range of traffic calming measures have been suggested and requested as a condition of planning consent for a nearby housing development. It is suggested that any work on this scheme is scheduled to take place in year two or three to allow time for the possibility that the scheme will instead be progressed by the developers.
Reigate & Banstead	Fuzefield School	Delabole Road	To be reviewed. This scheme is for a buildout to provide enhanced crossing points outside Furze Field Primary School. This scheme was developed in response to a petition. This location may have the potential for a "school street" pedestrian zone. Therefore, it is suggested that this be considered in year two or three once the County Council has the power and resource to enforce "school streets".
Reigate & Banstead	Epsom Downs Primary School	St Leonards Road	To be reviewed. This site was visited in 2021 in response to a request from the local member. It is proposed that the existing crossing point be enhanced to reduce speeds and deter parking across the dropped kerb. The scheme could also include minor amendments to the parking controls. This site might have the potential for a "school street" pedestrian zone. Therefore, it is suggested that this be considered in year two or three once the County Council has the power and resource to enforce "school streets".
Reigate & Banstead	Holmesdale Infant School	Alma Road	This scheme is for the installation of new footway to the north of the school. There is also the possibility of introducing a "school street" pedestrian zone. The school has been expanded in recent years. There is a need to take into account a wider area including the parallel Alders Road where residents have raised concerns over rat running and speeding. Therefore, it is suggested that this be considered in year two or three once the County Council has the power and resource to enforce "school streets" and to allow time for the public engagement alongside the feasibility and design process.
Reigate & Banstead	Warren Mead Infant	Partridge Mead, Banstead	The proposal is to introduce an informal crossing location across Partridge Way. This would involve dropped kerbs and introducing a footway on an already worn grass verge. It would also include a buildout and narrowing of the mouth of the junction at Parkwood Road including dropped kerbs and tactile paving and amendments to parking controls. This scheme was developed in response to a petition. It is proposed that this scheme be scheduled for delivery in year 2 or 3 to allow time for the public engagement alongside the feasibility and design process. This is a through route so is not appropriate for a "school street" pedestrian zone.

District	School Name	Location	Proposal description and rationale
Reigate & Banstead	Salfords Primary School	Copsleigh Way	Improve the crossing point (build out and dropped kerbs) on West Avenue that links to the unmade path on the common land linking to the A23. Consider improvements to the footpath on the common land. New parking controls at the mouth of the junction of West Avenue and Woodside Way. This scheme was developed in response to a request from the local member. This road is not appropriate for a "school street" pedestrian zone.
Reigate & Banstead	Dovers Green	Rushett's Road	Build out opposite school between properties 46 and 44. This scheme was developed in response to a request from the local member. This is a comparatively new scheme, so it is proposed that this scheme be scheduled for delivery in year 2 or 3 to allow time for the public engagement alongside the feasibility and design process. This is not appropriate for a "school street" pedestrian zone.
Spelthorne	Hawkedale Infant School	Stratton Road	This scheme is for minor amendments to parking controls and pedestrian crossing points (dropped kerbs). Depending on design resources this could be considered for delivery in year one, though is not as high a priority as other schemes. This is not appropriate for a "school street" pedestrian zone.
Spelthorne	Echleford Primary School	Feltham Hill Road	There has been a request for a formal crossing following an injury to a child pedestrian on Feltham Hill Road. A scheme for a zebra crossing was developed several years ago but then abandoned due to technical difficulties, local objections and cost. It is proposed that the previous scheme be re-evaluated and scheduled for delivery in year 2 or 3 to allow time for the public engagement alongside the feasibility and design process. This is a through route and is therefore not appropriate for a "school street" pedestrian zone.
Spelthorne	Echleford Primary School	Park Road	This location is a strong possibility for a "school street". Therefore, it is suggested that this be considered in year two or three once the County Council has the power and resource to enforce "school streets" to allow time for the public engagement alongside the feasibility and design process.
Spelthorne	Laleham C of E Primary School	Broadway/Staines Road	A number of highway improvements are being delivered by the developer of Shepperton Studios as a condition of planning consent. Therefore, it is suggested that the site be re-evaluated once these measures are implemented, with any potential further measures to be considered in year two or three.
Surrey Heath	Cordwalles Junior	Berkshire Road	To be reviewed. This scheme was for raised table traffic calming in response to a petition. However, the site was visited several years ago in 2015 and this assessment needs to be reviewed.
Surrey Heath	Ravenscote Community Junior	Old Bisley Road	Upgrade to existing island, possible raised road table and traffic calming and 20mph limit on Upper Chobham, Old Bisley and Chobham Road. This is proposed as a phase two scheme in year two or three following the provision of a signalised crossing on Upper Chobham Road in year one. This is a through route and is therefore not appropriate for a "school street" pedestrian zone.
Surrey Heath	Lyndhurst School	The Avenue Camberley	The proposal is to install a build out to help with visibility for crossing outside the school. This was developed following a request from the school. This is a through route and is therefore not appropriate for a "school street" pedestrian zone. Depending on design resources this could be considered for delivery in year one, though it is not as high a priority as other schemes.

District	School Name	Location	Proposal description and rationale
Surrey Heath	Collingwood College	Cars halton Road/Mitcham Road	The proposal is for amendments to parking controls, a bus cage, and a narrowing of the bell-mouth of the junction. These requests are from the school's travel plan. Depending on design resources this could be considered for delivery in year one, though it is not as high a priority as other schemes.
Tandridge	Audley/St Francis Primary	Whyteleaf Road	Implement footway on south east side of the road between school entrance and junction. This was identified following a school request and site visit. This has been included as a request to be included as a condition of planning consent for a nearby development. There would need to be feasibility and engagement work to consider the best way of providing a footway through a wooded area alongside the road, so it is proposed that this would be scheduled for year two or three to allow time for the public engagement alongside the feasibility and design process
Waverley	St James Primary	Thursley Road, Elstead	The proposal was to reduce the radius and tighten the bell mouth of the junction with Red House Lane to make it easier for pedestrians to cross the road. Depending on design resources this could be considered for delivery in year one, though it is not as high a priority as other schemes.
Waverley	St Mary's CofE	Frensham Road, Farnham	To be reviewed. This site was evaluated several years ago, since which parking controls have been implemented. Therefore this site needs to be re-evaluated.
Waverley	St John's CofE Infant	Barford Lane, Churt	This scheme is for the provision of an improved footway across the entrance of a car sales garage. Options could include the removal of parking spaces in order to allow room to widen the footway. It is proposed that this scheme be scheduled for delivery in year 2 or 3 to allow time for the public engagement alongside the feasibility and design process. This is a through route so is not appropriate for a "school street" pedestrian zone.
Waverley	St Cuthbert Mayne	St Nicholas Avenue, Cranleigh	This scheme is for the provision of a signalised crossing in place of a zebra crossing in response to complaints that drivers are not respecting the pedestrian priority. As there is already a crossing facility at this location it is not considered as high a priority as other schemes, so it is proposed that this scheme be scheduled for delivery in year two or three. This is a through route so is not appropriate for a "school street" pedestrian zone.
Waverley	Bramley Infants	Birtley Road	This scheme is for an average speed camera to reduce speeding on the A281 Birtley Road Bramley, past the school. This has been added to the potential year two schemes for the separate road safety and speeding fund.
Waverley	Farnham Heath End Secondary School	Buller Road and Hale Reeds	This scheme is for a "school street" pedestrian zone on Bullers Road and Hale Reeds in response to a petition from local residents. Therefore, it is suggested that this be considered in year two or three once the County Council has the power and resource to enforce "school streets".
Waverley	William Cobbett Primary School	Weybourne Road	Subject to assessment of the number of vehicles using a drop off and pick up facility in the school grounds, it is proposed that the school could close their gates to parents and direct parents to use nearby park and stride locations instead. This would require consideration of parking controls on Weybourne Road and could be delivered alongside the proposals for a "school street" on the nearby Bullers Road. This was requested by the local member. Therefore, it is proposed that this is scheduled for year two or three to allow time for the public engagement alongside the feasibility and design process.
Waverley	All Hallows Catholic Secondary School	Weybourne Road	As a result of a recent site visit in March 2022, at the request of the local member, it is proposed that a bus cage is implemented to deter parking that blocks the public bus service. Depending on design resources this could be considered for delivery in year one, though it is not as high a priority as other schemes. This is a through route so is not appropriate for a "school street" pedestrian zone.

District	School Name	Location	Proposal description and rationale
Woking	Goldsworth Park Primary	Bridge Barn Lane	This scheme is for amendments to parking controls and may be suitable for a "school street" pedestrian zone. Therefore, it is suggested that this be considered in year two or three once the County Council has the power and resource to enforce "school streets".

The assessment of sites using the Road Safety Outside Schools Policy is ongoing

