

# Consultation Report on Road Safety Policies

## Setting Local Speed Limits & Road Safety Outside Schools

### 1. Introduction

This Annex contains consultation feedback received on the county council's draft policies "Setting Local Speed Limits" and "Road Safety Outside Schools". The draft policies were submitted to all eleven of Surrey County Council's Local Committees. The first section below reproduces relevant extracts of the draft minutes of these Local Committee meetings. The second section records the comments received as a result of wider public consultation via the county council's website, along with officer responses to each comment received. There were 41 respondents who provided comments.

### 2. Local Committee Comments

#### 2.1. Guildford Local Committee Private meeting 12 February 2014

The draft policies were presented to a private meeting of the Guildford Local Committee. The feedback provided by the local committee was that they would like to develop a framework in order to assess applications to implement 20 mph speed limits/ zones. Prior or historic requests from communities for 20mph zones with existing member involvement and support would be assessed against this framework.

Members would continue to use their local allocations for implementing reassurance works such as wig-wags outside of schools.

Members expressed concern that £3,000 would be charged for certain schools for a school crossing facility at 2.13 of the report. Members questioned an apparent inequality as some schools would be charged and not others.

#### 2.2. Extract of draft minutes of Elmbridge Local Committee meeting on 24 February 2014:

14/14 ROAD SAFETY POLICY UPDATE [Item 10]

Duncan Knox, SCC Road Safety Team Manager introduced the report and his colleague, Rebecca Harrison, who is responsible for the school crossing patrols. He explained that in the light of new national guidance for local authorities on setting speed limits issued by central government in January 2013, the County Council is updating its own policy. For the first time the new guidance provides formulas that can be used to predict the likely change in mean speeds from a change in speed limit using signs alone. Depending on these predictions it is decided whether supporting engineering measures need to be introduced alongside any reduction in speed limit.

In addition as one of the most frequently expressed road safety concerns is that of the safety of children outside schools, a new policy 'Road Safety Outside Schools' has been developed. The aim for this new policy is so that SCC adopts a consistent approach to all requests.

Duncan Knox asked for comments and questions from Members.

He clarified that if for example a mean speed was 27 mph on a road then with just a 20 mph sign the table indicates it is likely that the mean speed achieved will be 25 mph and to achieve a 20 mph mean speed other traffic calming measures would be required.

Duncan Knox added that audits of school sites and of the road safety education taking place in the school are carried out when looking at reducing speed limits around schools.

The Committee was keen to use Stoke Road as a trial for the new policy. SCC Councillor Christian Mahne also asked about bringing back the petition previously brought to the Committee requesting a speed reduction in Byfleet Rd. The Chairman advised to wait until the new policy was agreed.

Members asked a number of questions about school crossing patrols. Rebecca Harrison explained that the policy was already being used even though it hadn't been ratified yet. Currently SCC funds 87 patrols in Surrey. As part of installing new traffic management around a school the role of the patrol is included in the review. The service does work with all schools in Surrey, including academies, free schools and private schools. If a request is received from a private school, the team would consider whether the patrol was the best option and advise. If the site is suitable the service would support. The cost is £3,000 per annum which includes the salary, risk assessment, training and uniform. It is the intention of SCC to charge academies, free schools and private schools and the service would like Members' views on this proposal.

As regards the road safety issues around the expansion of schools the Council is keen to resolve these issues pragmatically at the beginning of the process.

The Local Committee resolved to agree to:

(i) review and provide comments on the draft policies. Comments will be taken into account prior to the policies being submitted to County Council Cabinet for approval.

### **2.3. Extract of draft minutes of Runnymede Local Committee meeting on 24 February 2014:**

17/14 ROAD SAFETY POLICY UPDATE [FOR COMMENT] [Item 7]

Mr Duncan Knox and Ms Rebecca Harrison of Surrey County Council presented the report, which was a consultative document. Mr Knox noted that one of the key points proposed as a change to existing speed limit policy was that, where existing average speeds did not exceed 24mph, there would be potential to introduce a new speed limit of 20mph. He said that local committees were being consulted prior to a decision by the Cabinet Member in the spring.

Members raised concerns about the process for approving a new speed limit, which gave the local committee the power to approve a new 20mph zone but then enabled the Cabinet Member for Highways to overrule this in taking a final decision. Mr Knox explained that there was a necessity for checks and balances to ensure consistency of approach county-wide, and that an effective speed limit could not rely upon signage alone to work successfully: he advised that experience had demonstrated that engineering measures were required to back up a lower speed limit. Members' comments were noted.

### **2.4. Extract of draft minutes of Reigate & Banstead Local Committee meeting on 3 March 2014**

10/14 ROAD SAFETY POLICY UPDATE [EXECUTIVE FUNCTION – FOR INFORMATION] [Item 10]

Declarations of Interest: None

Officers attending: Duncan Knox, Road Safety Team Manager and Rebecca Harrison, Sustainable Community Engagement Team Leader

Petitions, Public Questions, Statements: None

Member Discussion – key points:

- Members raised the issue of school expansion and the safety issues this would bring. They wished to know if funding for new safety measures was expected to come from the Local Committee's budget. The Road Safety Team Manager informed Members that there was no additional funding for safety measures available. However, the Schools Expansion Programme had set up a task group to look at incorporating such measures into the planning process. The Road Safety Outside Schools Policy would apply regardless of whether schools were expanding or not.
- Members wished to know if special speed limits (e.g. 20mph) could be restricted to school hours only. The Road Safety Team Manager explained that every site had to be considered on its own merits. In many cases, speed was not the biggest issue and parking and unsafe crossing were the main safety issues.
- Discussion took place regarding school crossing patrols. The Sustainable Community Engagement Team Leader explained that it was difficult to recruit crossing patrols, and that the County Council had funded advertisements in local papers. There were currently 15 to 20 vacancies across Surrey at schools with varying levels of risk. She noted that the County Council was also willing to train volunteer crossing patrols.
- Members felt that whilst there was a strong argument for a more robust speed limit policy, there was also an issue of police enforcement. The Road Safety Team Manager explained that signage alone would not necessarily change prevailing speeds, and that engineering measures were often required too.
- Concerns were raised that residents were not being listened to with regards to safety concerns. The officer explained that where requests were made, existing speeds and casualty figures would be investigated.
- Discussion took place regarding speeding outside schools. At the Royal Alexandra and Albert School there had already been a request for a reduction to 20mph and the local Member would be speaking to officers about this outside the meeting. At other locations, for example, in Tadworth, it was noted that the number of parked cars meant speeding was impossible and a reduction in speed limit would not make a difference to safety. Members felt that there was a need to educate parents and ensure that they pay attention to where they park and cross the road. The officer noted these points and reported that the police would be involved in speed measurement at the Royal Alexandra and Albert School. He agreed that it was important to involve parents as the problems would only be solved with their cooperation.

Resolution:

That the Local Committee's comments as above on the draft policies be taken into account prior to the policies being submitted to Surrey County Council's Cabinet for approval.

**2.5. Extract of draft minutes of Mole Valley Local Committee meeting on 5 March 2014**

48/13 ROAD SAFETY POLICY [Item 7]

Declarations of Interest: None

Officer attending: Duncan Knox, Road Safety Team Manager, Rebecca Harrison, Sustainability Community Engagement Team Leader

Petitions, Public Questions/Statements: There was no public participation during this item.

Member discussion – key points:

Members indicated that if the pilots to introduce 20mph zones outside schools are successful, they would like to extend this.

Members asked whether it would be possible for them to use their members' allocation to help to fund school crossing patrols. It was agreed that clarification on whether this was possible would be sought. It was noted, that the annual cost of a school crossing patrol officer is in the region of £3,000 so if funding were provided by a member, consideration would have to be given to providing sustainable funding in future years. It was reported that it is often difficult to fill these posts. Members welcomed the revised speed limit policy, but were concerned that in Step 6 of the policy that if the Local Committee did not agree with the recommendations the matter would be referred to the Cabinet Member as they felt that the Committee was best placed to make these decisions.

On a vote by 6 votes FOR to 4 AGAINST it was:

Resolved: that the draft road safety policies be endorsed prior to their submission to Cabinet subject to the following comment:

In the Setting Local Speed Limits Policy, Step 6, the Local Committee feel that they should be able to agree an alternative option not recommended by the Area Highways Manager and the decision should not be referred to the Cabinet Member for Transport, Highways and Environment.

Reason for Decision:

Local Committees are responsible for most highway and transport matters in their areas, including speed limits and road safety measures outside schools and were therefore invited to submit comments on these new policies prior to submission to the Cabinet.

## **2.6. Extract of draft minutes of Woking Local Committee meeting on 5 March 2014**

### **11/14 ROAD SAFETY POLICY UPDATE [Item 11]**

Duncan Knox introduced the report which outlined the updates to the county council policy on setting local speed limits and a new draft policy to address road safety outside schools, including school crossing patrols. He invited members to comment on the policies in advance of them going to Surrey County Council Cabinet in April/May 2014 for final approval and introduced Rebecca Harrison from the sustainability team.

Member comments/responses:

- Overall members were positive about the new policy recommendations.
- Members felt the tables to show predicted change in mean speeds following a change in speed limit on page 81, were very useful.
- They were happy with the approach outlined in the policy that each site should be considered on its own merits.
- Members asked for clarification regarding 2.15. Officers confirmed where schools currently have patrol officers on crossings, no action will be taken. When that person retires or moves on, then a new risk assessment will be carried out.
- Members asked how easy it was to recruit school crossing patrol officers. Officers confirmed that they have been running with 15 vacancies for the 87 positions across the county. Posts are advertised on the SCC website, and also include parent mail drops and advertising on school websites.
- Members asked officers to proactively work alongside local schools to identify areas where parents can safely drop off and reduce congestion outside schools. It was noted that at Winston Churchill School there are two bus stops in close proximity, leading to congestion. Mr Hussain suggested that a cycle lane on Amstel Way which is hardly used and Sussex Road, might be used to ease congestion at peak school times. Officers confirmed that reducing congestion should be covered as part of school travel plans.
- Further clarification was requested, regarding the process as to how long it would take to put in place a 20mph zone.

- In Mole Valley some advisory 20mph zones have been introduced outside urban and rural schools, officers are awaiting the results of the follow up speed surveys in order to assess how these pilot projects have been working.
- There is no central SCC money available to fund the introduction of new speed limits outside schools, money would need to come from the local committee ITS highways budget.
- Members requested that once the policy has cabinet approval, they could nominate particular sites to act as pilots for Woking. Each site will be different so it is hard to predict a cost for a new speed limit using signs alone, but it could be anything between £5,000 to £20,000 depending on the length of road and the amount of signing required. A traffic calming scheme could be a lot more, but it will depend upon the size.
- It was agreed that Mr Knox and Miss Harrison will be invited to a future private meeting to review potential sites in advance of the next financial year. These would then need to be incorporated into the highways forward programme for 2014-15.

**RESOLVED**

The Local Committee (Woking) agreed to:

- (i) Review and provide comments on the draft policies.

**2.7. Extract of draft minutes of Tandridge Local Committee meeting on 7 March 2014**

53/13 ROAD SAFETY POLICY UPDATE [EXECUTIVE FUNCTION] [Item 10]

Declarations of Interest: None

Officers attending: Duncan Knox, Road Safety Team Manager

Petitions, Public Questions, Statements:

Questions in relation to the Road Safety Policy from the public audience were invited in this section:

- A question was received from a member of the public (Cllr Lindsey Dunbar) who asked whether the Road Safety Team could put markings by schools in order to designate the road a school area and as a more cost effective measure. The Road Safety Team Manager responded that sometimes this can be done along with signage if considered worthwhile.

Member Discussion – key points:

- Mr John Orrick highlighted that he was opposed to the 24/7 implementation of 20mph zone restrictions outside of schools as they cannot be enforced. He continued that motorists were more likely to comply with a restriction which was specified to be in operation during school hours only. The Road Safety Team Manager agreed that each site should be taken on its merits however and that when speeds have been measured outside of schools motorists are generally adhering to the speed limits and reducing their speeds accordingly at school times.
- The Road Safety Team Manager gave the example of Mole Valley where they have installed ‘advisory’ signs. The team are due to do a follow up survey in order to see the outcome and whether they have had any effect and will feed back to the committee. The officer continued that generally traffic calming measures would work better than temporary (school time only) limits, however agreed that this was not possible across all sites.
- Members discussed the petition received at the committee and noted that this was the only school in Surrey which was on a 40mph road (on the A25) and considered the statistics in the report showing the number of children injured per month outside schools over a 7 year period. They requested a copy of the petition be sent to the Road Safety Team Manager who agreed to look into the speed limit here.
- Members discussed whether research had been done in relation to neighbouring/similar county councils to see how Surrey compares and how these new speed limits would be

enforced if the police do not enforce it. The Road Safety Team Manager confirmed that national data had been published which can be used for comparison purposes. The team has also collected their own data for which there is no comparative data available however they do always keep abreast of the latest innovations and take on board best practice where appropriate to the site.

- The team work closely with the police regarding enforcement of speed limits however the police are unable to enforce them at all times and this would be an impossible task in areas of narrow lanes where they cannot park. The officer continued that they consult the police at every stage.
- Members asked Mr Duncan Knox to identify if there are any schools in Surrey which require the police to look at and enforce the limits (to reassure the schools also). The Chairman agreed to share this with other Local Committee Chairman also in order to compile a list for the whole of Surrey.
- The Local Committee Chairman asked the Road Safety Team Manager if he was aware of the FAST (Felcourt Against Speeding Traffic) group and informed him that they were putting up village signs in order to ask motorists to drive carefully and that they were interested in raising money for speed cameras also. The Chairman asked on behalf of FAST if they would be granted permission and what the cost of the cameras would be.
- The officer responded that the Councils approach to speed cameras is for collision hotspots only as they have to prioritise the requests received and that an average speed camera costs £80-100,000. The police are also normally involved in the back office therefore the costs are ongoing. Duncan Knox agreed to look at this area again as the Chairman informed him that some motorists in the area had been recorded as driving at speeds in excess of 90mph on occasions (in a 40mph zone).
- Members continued discussions into the matter of good driver behaviour and education, particularly when driving through the recent flooding. The Road Safety Team Manager informed members that they regularly consult and engage with schools and create a school travel plan in order to increase awareness and education.
- The officer confirmed that if members wanted to look at roads in their divisions they needed to contact the highways team initially. If a new speed limit is put in place in any area then the team work with highways, however that with regards to enforcement the team work with the police.

Resolution: The Committee:

- (i) NOTED and provided comments on the draft policies. Comments will be taken into account prior to the policies being submitted to County Council Cabinet for approval.
- (ii) REQUESTED that the issue of schools on major roads be looked at on an individual bases.
- (iii) REQUESTED that the team look at an alternative to 24/7 20mph signs outside schools.
- (iv) REQUESTED that the Road Safety Policy be referred to as 'Draft' until implemented in order to avoid ambiguity

## **2.8. Extract of draft minutes of Epsom and Ewell Local Committee meeting on 10 March 2014**

78/13 ROAD SAFETY POLICY UPDATE [Item 9]

Declarations of Interest: None

Officers attending: Duncan Knox, Road Safety Team Manager

Petitions, Public Questions/ Statements: There was no public participation during this item.

Member discussion – key points:

Members were concerned that although the policy could equally be applied to new and expanding schools this would put the onus on Local Committees who only have limited resources and



it was felt that issues at these schools should be considered and addressed at an earlier stage as part of the planning process. They were aware that a Task Group is currently considering this and felt that any recommendations arising from this should be included in the policy.

The Divisional member asked whether the new policy could be tested on Danetree School where there is likely to be a change to allow the admission of younger children and where there are already concerns around speeding vehicles.

Resolved:

To endorse the draft road safety policies prior to submission to Cabinet subject to the following comments:

The policy for Road Safety Outside Schools is aimed at existing schools and does not address the issue of new schools or those that are expanding. The policy should include a reference to these, where highway issues should be taken into account at an early stage and addressed as part of the project plan rather than being left for Local Committees to consider mitigation measures once the project is completed.

The policy should also include reference to funding available to local members through their members' allocation, which could be used to fund road safety measures if they meet relevant criteria.

Reasons for decision:

Local Committees are responsible for most highway and transport matters in their areas, including speed limits and road safety measures outside schools and they have been asked to comment prior to the policies being submitted for Cabinet approval.

## **2.9. Extract of draft minutes of Surrey Heath Local Committee meeting on 13 March 2014**

### **42/13 ROAD SAFETY POLICY UPDATE [Item 8]**

The Local Committee received a draft update to the county council's policy on setting local speed limits and a new draft policy to address road safety outside schools, including school crossing patrols. Councillors discussed road safety outside schools and what measures could be taken to improve safety. It was noted that 20mph zones alone did not achieve anything and that often a series of physical highway measures were required. There was a lot of anxiety amongst the public over road safety outside schools, which was not always backed by statistics, however one incident was one too many. Councillors felt that each school situation needed to be looked at on its own merits and individual tailored solutions found – however, several schools were highlighted to Officers as priority (Cordwalles, Tomlinscote, Pine Ridge, Prior Road). Parents were also encouraged to park considerately to avoid congestion during drop off / pick up times. Councillors also raised concerns that the policies needed to be backed by resources and that there were only 4 staff members dealing with this issue for all Surrey Schools and there were no specific funds for highway safety improvements outside schools.

The Local Committee (Surrey Heath) noted that their comments would be taken into account prior to the policies being submitted to county council Cabinet for approval.

## **2.10. Extract of draft minutes of Spelthorne Local Committee meeting on 17 March 2014**

The Chairman welcomed Duncan Knox, Road Safety Team Manager and Rebecca Harrison, Sustainability Community Engagement Team Leader. Duncan presented the report.

A number of suggestions were put forward by the committee. Duncan agreed to take the comments on board.

THE LOCAL COMMITTEE (SPELTHORNE) AGREED:

(i) to review, and provide comments on the draft policies'.

## **2.11. Extract of draft minutes of Waverley Local Committee meeting on 21 March 2014**

11/14 ROAD SAFETY POLICY UPDATE [Item 11]

[Mr A Young joined the meeting at this point.]

The following observations were made by way of contribution to the consultation:

- The phrase “outside schools” needs to be interpreted with some latitude, as roads, paths and hazards at some distance may have an impact on the safety of students’ journeys to school and on the range of travel options considered by families.
- Extensive parking in roads around schools can have a significant impact on safety.
- The acknowledgement that signage alone has little impact on speeds was welcomed.
- It was proposed that local committees should be entrusted with making correct decisions on speed limits, even if their decisions are contrary to Police and/or officer advice: it was suggested that referral to the Cabinet member should be by exception, e.g. through a call-in procedure or perhaps in relation to strategic routes.
- Although low-cost interventions can be delivered quickly, substantial schemes are likely to take a long time to implement.
- The provision of signage should be balanced against the wish of some neighbourhoods to “declutter” and resist urbanisation.
- The impact of building developments on the safety of routes to school must be taken into account and incorporated in the planning process.
- There should be a greater emphasis on the role that schools and parents themselves can have in promoting road safety.

Resolved to request that the Committee’s comments on the draft policies be noted and taken into account, prior to the policies being submitted to the County Council’s Cabinet for approval.

### **Reason**

Local Committees are responsible for most highway and transport matters in their area, including speed limits and road safety measures outside schools. This report presented draft road safety policies with respect to speed limits and road safety outside schools for comment by the Local Committee prior to submission to the County Council’s Cabinet for approval.



### 3. Public Consultation Comments

Setting Local Speed Limits		
Q1: Do you have any comments on the key principles?		
ID	Comment	Officer Response
1	Im in agreement with anything that makes it safer for the children going to school,as a mum and a local it wouldnt be a bad thing to be 20 miles an hour outside the school. I also think the lollipop lady does a wonderful job and that she is very much needed.	While successful 20 mph schemes can be helpful in some cases, they are not appropriate for all roads and may not always address the problems being experienced - for example inconsiderate parking. School crossing patrols are very much valued by local people.
2	I think that the speed limit should be reduced greatly outside schools. I think there are circumstances where the national limit is not appropriate. In villages where there is no footpath and lots of children walking to school I the the speed limit should be reduced. I would like to see a 20mph limit through our village and outside school	While successful 20 mph schemes can be helpful in some cases, they are not appropriate for all roads and may not always address the problems being experienced - for example inconsiderate parking.
3	All roads, regardless of type should be compulsory 20mph outside a school or where it is main access for a school (for eg. a25 in Westcott).	While successful 20 mph schemes can be helpful in some cases, they are not appropriate for all roads and may not always address the problems being experienced - for example inconsiderate parking.
4	I fully support our school crossing patrol at guildford grove primary school.	Noted and agreed.
5	I think the speed limit outside and around the school area should be below 30 mph.	While successful 20 mph schemes can be helpful in some cases, they are not appropriate for all roads and may not always address the problems being experienced - for example inconsiderate parking.
6	School Crossing Patrols are vital on certain roads. A pedestrian refuge is not an adequate replacement.	The assessment procedure will determine the appropriate measure depending upon the nature of the problem.
7	Left blank	
8	Left blank	
9	Southway in guildford out side guildford grove primary school should have a lower speed limit to 20mph or less.keep the lolly pop lady as it works really well but cars still speed down the road so I would love to think you would carry on with speed hump down this road like you have done in the top end of southway	The assessment procedure will determine the appropriate measure depending upon the nature of the problem.
10	Its good to have procedures in place, giving ownership of concerns and a set review process.	Noted.
11	Left blank	
12	Key Principles are well thought out and look sensible.	Noted.
13	Left blank	
14	No	
15	The key principles have failed to address the issue of illegal and dangerous parking (eg on corners, double yellows, pavement etc) all of which make it difficult to drive safely near the school even at low speed, and make it difficult	We disagree -the assessment procedure will determine the appropriate measure depending upon the nature of the problem including parking issues.

<b>Setting Local Speed Limits</b>		
<b>Q1: Do you have any comments on the key principles?</b>		
<b>ID</b>	<b>Comment</b>	<b>Officer Response</b>
	for a child to cross safely.	
16	I am in favour of introducing a 20 mph speed limit in most residential areas.	While successful 20 mph schemes can be helpful in some cases, they are not appropriate for all roads and may not always address the problems being experienced - for example inconsiderate parking.
17	There is no time line laid out. How long will it all take?	The time taken would depend upon the extent and nature of the problem, the number of sites requiring assessment and the resources available.
18	The issues of speed limit enforcement continue to be low on the Polices list of priorities. I've noticed that volume of traffic during "rush hour" actually slows the traffic down hugely. Maybe add parking bays to encourage traffic calming during "rush hours".	Surrey County Council works closely with Surrey Police on determining priority sites for speed enforcement. Often speeds are low outside schools at drop off and pick up times due to the congestion. Parking management can indeed be used to manage traffic speeds if necessary, depending on the local circumstances. The assessment procedure will determine the appropriate measure depending upon the nature of the problem.
19	I am pleased there is some recognition that the parents cause most of the danger to the children. This is usually through inconsiderate and selfish parking behaviour and also speeding. Most of the speeding near schools at the start and end of the school day seems to be by young female parents. No recognition has been given to the thoughts of local residents near schools who are massively inconvenienced by inconsidered parking etc. This should be addressed.	The assessment process would be triggered following requests or concerns being raised by the community. The assessment procedure will determine the nature of the problem and appropriate countermeasures.
20	Believe this to be a sensible way forward, particularly for areas outside of schools or where children are likely to be pedestrians.	Noted.
21	Having attended a borough council meeting several years ago when safety and improvements on Crawley Ridge on which Crawley Ridge Infants and Junior Schools are sited I do have concerns over the final say for the spend on road safety improvements being left to the Borough Council. At the meeting (July 2005) during the questions time I gave my opinion that it was inconsiderate parking along Crawley ridge that was the cause of most of the safety issues. I was told that my opinion was not welcome (almost the exact phrasing) and they would not answer questions about these issues. Whilst I appreciate that the budget has to be approved somewhere I am concerned that it is solely at the discretion of the Borough Council in whom I have little faith.	Responsibility for local highway improvements is delgated by Surrey County Council to local committees consisting of County Councillors and Borough or District Councillors. The local committees meet in public and their papers and decisions are available on the county council website. The committees also receive and respond to written public questions, and petitions. The procdure ensures that the school is consulted. Local residents are notified through the advertising of a Traffic Regulation Order and then have the opportunity to object to any proposals containing road humps, parking controls and formal crossings.
22	Motorways could have a higher speed limit but must be enforced. At present 80 or 90MPH seems to be the norm.	This is a matter for central government.
23	Please remember that this is a fluid situation: public opinion is slowly changing in favour of greater protection of vulnerable road users. As lower speed limits become common in other parts of the country, people will become used to the idea and more ready to accept it. Compliance with	The policy is flexible in that local committees can consider new speed limits whenever they want to in response to local concerns.

<b>Setting Local Speed Limits</b>		
<b>Q1: Do you have any comments on the key principles?</b>		
<b>ID</b>	<b>Comment</b>	<b>Officer Response</b>
	speed limits will improve, even if it seems discouraging at first. So keep your policy flexible. You may decide now that lowering speeds on a particular road is not cost-effective; but a review in a few years' time may show a different situation. So don't set your policies in stone - write in the requirement to review. This applies particularly to reductions not enforced by physical changes to the road. Having a 20mph speed limit as the norm, on all but specified roads, would be the biggest improvement to road safety and encouragement to vulnerable road users in decades - better than any amount of faffing about with cycle routes, crossings etc.	
24	They seem to be a fairly sensible approach and allows for local needs and requirements to be catered for instead of applying a common approach to each site/locality	Noted and agreed.
25	A limit of 20mph should be enforced in all residential areas in particular villages a good example of a village where the traffic is totally out of control is West Clendon. Speeds logged last year 70mph in a 30 mph area. The safety of pedestrians is not given sufficient priority. It has taken far too long for such policies to be implemented.	While successful 20 mph schemes can be helpful in some cases, they are not appropriate for all roads and may not always address the problems being experienced - for example inconsiderate parking.
26	Left blank	
27	Surprisingly sensible.	Noted.
28	I think that the speed limit should be reduced greatly outside schools. I think there are circumstances where the national limit is not appropriate. In villages where there is no footpath and lots of children walking to school I think the speed limit should be reduced. I would like to see a 20mph limit through our village and outside school	While successful speed management schemes can be helpful in some cases, they are not appropriate for all roads and may not always address the problems being experienced - for example parking.
29	Parish Councils should also be consulted at all times during the process, road lining including parking lining assessment should be considered concurrently. Narrowing of the roads by putting in cycle routes should be considered when assessing a road for speed reduction, the current legislation over widths of roads that comply with cycle routes should be weighed against the benefits, if the difference is minimal and a considered view should be taken. All speed limit zones should be sensitive to Villages that have a no street lighting policy. When assessing speed reduction the increase in Co2 emissions with reduced speeds should be calculated, as pollution should also be part of the equation. The system of allocating which applications are to be assessed should be on a point system applied by a) importance and b) age of the application, so smaller jobs continue rising up the list and do not remain at the bottom indefinitely. Road speed reduction calming (humps) should be widely consulted on locally and through the local emergency services. It should be	We agree that it would be helpful to consult with Parish Councils regarding any change in speed limit and we will amend the policy accordingly. The engineering methods used to encourage slower speeds will depend on the site characteristics - implementing cycle paths may be a useful option. A 30mph limit can be introduced where there isn't any street lighting, though this would require the use of repeater signing. The effects of changes in speed on Co2 emissions is not linear and not the same as the effect on other pollutants such as NOx. Some speed management schemes can have an effect on the volume of traffic too, so it is difficult to predict the likely changes in air pollution of a change in speed limit. These issues, though important, are likely to be secondary to considerations over road safety, and the fear of speeding traffic. It will be up to individual Local Committees to decide how they wish to prioritise requests for changes to speed limits. Emergency services will always be consulted whenever traffic calming is introduced.

<b>Setting Local Speed Limits</b>		
<b>Q1: Do you have any comments on the key principles?</b>		
<b>ID</b>	<b>Comment</b>	<b>Officer Response</b>
	assessed against the distances to get to or from a fire station//hospital as they have a significant impact on speeds to assist.	
30	In general we support the proposed "Key Principles" however there is a feeling when reading through them of a negative undercurrent. For every proposal there are reasons listed as to why it may not happen or be possible be it funding or priorities against other Highways requirements. SCC has to decide the priority given to the safety of our school children and communicate this to the local committees. We believe it should be a high priority.	It will be for Local Committees to decide how to prioritise investment of their budget for highway improvements. The policy quite rightly highlights the fact that they have a limited budget and have many demands for highway improvements.
31	No comments	
32	Broadly supportive of the draft policy but consider that Parish Councils should be consulted directly and mentioned in the text.	We agree that it would be helpful to consult with Parish Council's regarding any change in speed limit and we will amend the policy accordingly.
33	Left blank	
34	I strongly think variable speed limits should be encouraged outside schools, where appropriate, so that limits can be reduced by 10mph (from 50 to 40mph, 40 to 30mph, or from 30 to 20mph), for 30 minute periods at the start and end of the school day, on days when the school is open. It would be helpful to give an idea of timeframes for any road engineering measures - will these need to be in place before the speed limit change happens, within the same financial year, within six months, or some other period. It might be helpful to give more explanation about why Surrey do not approve of 20mph zones when some other local authorities do - perhaps a footnote or web link each time the policy says 'research has shown.' There is a public perception among parts of the public that road engineering works and speed limit reductions will only be carried out at places where an accident has caused a death or severe injury, and it would be helpful to clarify that this is not the case. It would be helpful to be explicit about whether consideration should be given to adding on or off road cycle lanes as when considering speed limit changes, as an alternative or complementary road safety measure to the speed limits.	A trial of variable speed limits outside schools in the 1990s showed they were not very effective in reducing speeds. It would be expected that supporting engineering measures would be introduced at the same time as a change in speed limit. It is not the case that Surrey does not approve of 20 mph zones - the policy does not state this. The policy does not state that speed limit reductions would only take place where there have been accidents. The engineering methods used to encourage slower speeds will depend on the site characteristics - implementing cycle paths may be a useful option.
35	Generally we believe that the stated Key Principles are sound but offer the following observations: • We accept that speed enforcement is an unreasonable use of police resource where speed limits have been set at too low a level but would also like the Key Principles to recognise that, where speed limits have been established, these should be enforced. In the context of the current surveys, perhaps an enforcement focus in the area of schools at arrival and departure times would be appropriate. • The principles seem to suggest that Road Safety Education within a school will be assessed as part of an overall consideration of the Road Safety when a request is made for	Enforcement of speeds at school drop off and pick up times would not necessarily be a good use of police resources – in many cases speeds are not excessive at these times due to congestion. Surrey County Council and Surrey Police work together on local speed management plans in order to identify and prioritise sites with the biggest speeding problems. The provision of road safety education within schools is the responsibility of the schools and it is not possible with current resources to assess the level of this provision across all Surrey's schools. Instead if concerns are raised about road safety outside a school this provides a useful opportunity to

<b>Setting Local Speed Limits</b>		
<b>Q1: Do you have any comments on the key principles?</b>		
<b>ID</b>	<b>Comment</b>	<b>Officer Response</b>
	speed restrictions outside a school. While not specifically criticising this, we would like to see an assessment of Road Safety Education at ALL schools as a rolling programme. • We also suggest that Safety outside schools should not compete with other requests to the Local Committee but should rather have a separate budget.	complete an assessment at a site that appears to need attention. It is up to local committees as to how they invest they budget for highway improvements – the local committee if they wish could set aside a specific budget.
36	Claygate Parish Council welcomes the increasing National and County acknowledgement that 20mph limits can be appropriate in selected roads and more generally in residential areas, with or without associated highway traffic calming measures. It notes from the table at the end of the consultation document that the speed reduction achieved with a signed-only 20mph restriction is, contrary to the text, greater if the initial mean speed is ABOVE 24mph; hence proposals should not be automatically constrained by this parameter.	The aim of national guidance and Surrey's policy is to introduce speed limits that are successful in managing vehicle speeds. Although the signed only 20 mph speed limits may reduce speeds by a certain amount, if the resulting average speeds are not reduced to a level approaching the new speed limit, then this could bring the whole system of speed limits into disrepute.
37	Left blank	
38	Left blank	
39	Left blank	
40	Left blank	
41	Left blank	

<b>Setting Local Speed Limits</b>		
<b>Q2: Do you have any comments on the "Procedure to decide whether to change a speed limit"?</b>		
<b>ID</b>	<b>Comment</b>	<b>Officer Response</b>
1	Left blank	
2	Left blank	
3	As above, compulsory 20 mph should be implemented immediately. It will have little effect on traffic and will not cause any congestion - For example, a 50 mph limit on the M25 when roadworks are undertaken only reduces stop/start nature of traffic and keeps the traffic flowing reducing congestion.	While successful 20 mph schemes can be helpful in some cases, they are not appropriate for all roads and may not always address the problems being experienced - for example inconsiderate parking.
4	I think the speed limit needs to be reduced outside the school.	While successful 20 mph schemes can be helpful in some cases, they are not appropriate for all roads and may not always address the problems being experienced - for example inconsiderate parking.
5	No.	
6	Outside schools should have a 20 mph limit or less at certain times of the day.	While successful 20 mph schemes can be helpful in some cases, they are not appropriate for all roads and may not always address the problems being experienced - for example inconsiderate parking.

<b>Setting Local Speed Limits</b>		
<b>Q2: Do you have any comments on the "Procedure to decide whether to change a speed limit"?</b>		
<b>ID</b>	<b>Comment</b>	<b>Officer Response</b>
7	A Speed limit is only worth having if the general public adhere to it, cameras and fines hit hard (most people) use them and fine these repeated individuals who don't have any regard for others. Humps don't work as drivers speed regardless. Islands in the middle of the road work well as you have to go slow or your vehicle will get damaged.	The assessment procedure will determine the appropriate measure depending upon the nature of the problem.
8	The procedure seems fair in general.	Noted.
9	Yes to 20mph or 15mph with harsh speed humps that you have to go slow over	The assessment procedure will determine the appropriate measure depending upon the nature of the problem.
10	Seems comprehensive	Noted.
11	Left blank	
12	Procedures are well thought out and look sensible.	Noted.
13	At certain times the local roads may be used as 'cut throughs' in the event of accidents/delays on the A3, because of the proximity to this major road. To give a fuller picture of the range of speeds used it would be beneficial to include days when this occurs.	The assessment procedure includes a measurement of speeds over a typical one week period.
14	No	
15	Left blank	
16	I can see why there is such a long assessment and response process involved, but if it is measuring driver speeds it may not measure perceived threats of fast-moving vehicles to pedestrians.	We acknowledge that the fear of fast traffic can be a barrier and unpleasant for pedestrians and cyclists. Objective speed measurements are required to confirm the extent of the problem in order to develop appropriate countermeasures.
17	It seems to be too cumbersome. There is no time line for implementation	The time taken would depend upon the extent and nature of the problem, the number of sites requiring assessment and the resources available. The assessment ensures that a successful scheme is developed rather than introducing ineffective measures as a knee jerk response.
18	I think a re education to drivers that 30mph means the maximum not the minimum. 20 mph rarely work as it's only applicable during a few hours a day during term time.	Speed enforcement is undertaken alongside campaigning and publicity on sticking to the speed limits. Also speed awareness courses are offered to low end speeders. While successful 20 mph schemes can be helpful in some cases, they are not appropriate for all roads and may not always address the problems being experienced - for example parking.
19	No	
20	I feel there should be a principle of using these powers outside schools unless there is compelling reason not to.	The assessment procedure will determine the appropriate measure depending upon the nature of the problem.
21	No, although a '20' limit outside many schools would gain my support I do see that many people will ignore it.	While successful 20 mph schemes can be helpful in some cases, they are not appropriate for all roads and may not always address the problems being experienced - for example inconsiderate parking.



<b>Setting Local Speed Limits</b>		
<b>Q2: Do you have any comments on the "Procedure to decide whether to change a speed limit"?</b>		
<b>ID</b>	<b>Comment</b>	<b>Officer Response</b>
22	The residents not the public who use the road must decide on their own road speed. The property rights of residents must be safeguarded.	Decisions on speed limits are taken by local committees of elected members taking into account the views and needs of local residents and road users.
23	Cumbersome but necessary.	Noted.
24	Good approach as this will ensure everyone has the chance to be involved and not just those with 'jaundiced' views on the subject holding sway. Each step seems to be designed to ensure that a problem is identified first before any further discussion on remedies takes place and to ensure an economic facet to the solution is maintained.	Noted.
25	I do not believe that this is effective way of making decisions as there will always be Councillors who will want their area problems addressed at the expense of other villages. I believe our Parish Council has applied for measures in West Clandon and not even received a reply yet alone a response.	Decisions on speed limits are taken by local committees (not individual councillors) taking into account the views and needs of local residents and road users.
26	Left blank	
27	Very well conceived.	Noted.
28	The process does not allow for long term planning. Funding at the time of review appears to be a key determining factor of whether a plan should go ahead. Perhaps the need should be reviewed independently of availability of funding and subsequently planned in to a longer term programme of continuous safety improvement.	Local committees are well practised at longer term planning and usually have a long list of schemes waiting to be progressed in future years subject to funding being available.
29	We believe that a blanket 20 mph speed limit outside a school is not recognised by a number of motorists who probably think it only should apply at school opening and closing times. As the restriction is school related should it apply during school holidays? Perhaps variable limits warrant further consideration on the basis they might have more respect and relevance to the reason why it's in place? Another factor is the ability to enforce these speed limits. Are the resources there to do so?	Ideally speed limits should be self enforcing and the policy is designed to ensure that this is the case. Part of the reason for this is that the police do not have additional resources to provide more enforcement. Trials of variable speed limits completed in the 1990s did not show a very large impact on vehicle speeds – speeds were already low at school drop off and pick up time due to congestion.
30	It is considered that Step 5 should also include consultation with the relevant Borough or District Council.	The local committee consists of a combination of elected Surrey County Council and Borough or District Council councillors.
31	Broadly supportive of the draft policy but consider that Parish Councils should be consulted directly and mentioned in the text.	Agreed – it would be useful to take into account the views of local Parish Councils and the policy will be amended to include mention of this.
32	Left blank	
33	Step 8 gives a guideline for how quickly this part of the process will happen, and it would be good to do this with the other steps to give a sense of how long the process should take.	The time taken would depend upon the extent and nature of the problem, the number of sites requiring assessment and the resources available.
34	Left blank	
35	The multi-stage procedure for considering a speed limit change is	The introduction to the policy includes the positive statement that "Reducing

<b>Setting Local Speed Limits</b>		
<b>Q2: Do you have any comments on the "Procedure to decide whether to change a speed limit"?</b>		
<b>ID</b>	<b>Comment</b>	<b>Officer Response</b>
	appropriate; however the assessment by Area Team officers may be negatively affected by experience of mixed public views on past traffic calming measures, even when these have demonstrably successful in curbing speeds and the risk of collisions. Hence the policy needs to encourage a positive approach to speed limit reductions and traffic calming.	speeds successfully may reduce the likelihood and severity of collisions, and can help to encourage more walking and cycling. This can help to make communities more pleasant places to live, and can help sustain local shops and businesses".
36	Left blank	
37	Left blank	
38	Left blank	
39	Left blank	
40	Left blank	
41	Left blank	

<b>Setting Local Speed Limits</b>		
<b>Q3: Do you have any other comments?</b>		
<b>ID</b>	<b>Comment</b>	<b>Officer Response</b>
1	Left blank	
2	Left blank	
3	It is a huge failing on the council's part that in 2014 you still have a school (abinger) with VERY young children walking along the road (no pavement) when the road is still national speed limit. Are you waiting for a child to die before implementing a 20mph limit there? Wake up.	The assessment procedure will determine the appropriate measures depending upon the nature of the problem. Concerns over specific locations should be raised with the relevant local committee.
4	Left blank	
5	No.	
6	Policing of roads to deter inconsiderate and/or dangerous parking is needed, plus cyclists ignoring the SCPs is a big problem.	Agreed - police colleagues are invited to assist in site assessments and have already assisted in tackling cyclists who have persistently ignored a School Crossing Patrol.
7	Left blank	
8	In general I think there should be a lowering of speed limits to 20mph and better signage as a bare minimum outside of schools. The use of school crossing patrols is not appropriate if there is not a safe place for the school crossing person to stand - if there is no signage or lowering of speed limit to go with it. Our local school has a 30mph limit outside, inadequate signage and is on a bend. It is extremely dangerous to cross the road. If a driver does stop for you to cross, other car drivers often overtake the driver that stopped!	While successful 20 mph schemes can be helpful in some cases, they are not appropriate for all roads and may not always address the problems being experienced - for example inconsiderate parking. Risk assessments are always undertaken before introducing any School Crossing Patrol. If you have any concerns over a particular site please contact the Sustainable Travel Team on 03456 009 009.
9	The way the cars fly down the road and dont carry that there is a school there is so wrong.there is always a over flow of traffic in the morning down that road and some people have to break hard when they realised there is a lolly pop	The assessment procedure will determine the appropriate measure depending upon the nature of the problem.

<b>Setting Local Speed Limits</b>		
<b>Q3: Do you have any other comments?</b>		
<b>ID</b>	<b>Comment</b>	<b>Officer Response</b>
	lady waiting for kids to cross	
10	Left blank	
11	Left blank	
12	None	
13	Persistent inconsiderate and potentially dangerous parking by a few parents would need to be addressed for any changes to be successful overall. Also, unless this is improved, some traffic calming measures would not be appropriate as larger vehicles may not be able to get through if a car is parked opposite the school on yellow lines. Possible proposed changes to parking availability in the area could also impact on this.	We sympathise with your concerns. Parking inconsiderately is anti-social and potentially dangerous. The assessment procedure will determine the appropriate measure depending upon the nature of the problem.
14	No all seems positive	Noted.
15	Speed is not an issue near our school - Queen Eleanors C of E Junior school. The real dangers are illegal parking (see above), and driving without due care and attention, and simply the volume of traffic around a very built up residential area. This is only set to worsen with the expansion of the school.	We sympathise with your concerns. Parking inconsiderately is anti-social and potentially dangerous. The assessment procedure will determine the appropriate measure depending upon the nature of the problem.
16	I have been appalled by the level of inconsiderate parking around our school (Queen Eleanors). I feel strongly that drivers should receive immediate and severe penalties for waiting or parking on yellow lines or zig-zag lines. At the moment, they are merely asked to move on, if there is a parking officer present (very rare). Can we have non-uniformed parking officers? Can we have CCTV enforcement? People will only stop behaving in a selfish way if they know they will be fined for it.	We sympathise with your concerns. Parking inconsiderately is anti-social and potentially dangerous. The assessment procedure will determine the appropriate measure depending upon the nature of the problem, which or may include education and encouragement as well as enforcement.
17	As above, there needs to be a time line set.	The time taken would depend upon the extent and nature of the problem, the number of sites requiring assessment and the resources available. The assessment ensures that a successful scheme is developed rather than introducing ineffective measures as a knee jerk response.
18	My major concern is the ongoing problem of Motor Vehicles causing an obstruction to users of the foot ways in particular village centres, schools and routes to these area's. i would like to see a ZERO tolerance against this type of offence. Any vehicle causing an obstruction ( of any description) to an open footway will be dealt with by the current legislation. This must also apply to the Local authorities parking enforcement officers. I'm a walking commuter and over the past 5 years I've been hit and verbally abused over 10 times whilst walking on the footway.	We sympathise with your concerns. Parking inconsiderately is anti-social and potentially dangerous. The assessment procedure will determine the appropriate measure depending upon the nature of the problem.
19	No	
20	Left blank	
21	The Crawley Ridge schools staff do try to encourage responsible behaviour amongst parents and students. However despite patrols by the Headteacher	We sympathise with your concerns. Parking inconsiderately is anti-social and potentially dangerous. The assessment procedure will determine the

<b>Setting Local Speed Limits</b>		
<b>Q3: Do you have any other comments?</b>		
<b>ID</b>	<b>Comment</b>	<b>Officer Response</b>
	herself (including asking parents to move their cars or talking to individuals) these incidents continue to occur. Unfortunately a small percentage of parents will continue to flout any rules - parking restrictions, speed limits etc unless they are actively enforced at all times!	appropriate measure depending upon the nature of the problem.
22	Public consultations must not override the residents' wishes.	Decisions on speed limits are taken by local committees taking into account the views and needs of local residents and road users.
23	Left blank	
24	Additional street furniture and road alterations must be kept to a minimum and not saddle the current members of the community and their descendants with any unnecessary additional costs. Parents and schools must ensure a high level of road safety teaching. Solutions must not be proposed just on 'perceptions' of speed and danger.	Noted. The assessment procedure will determine the appropriate measure depending upon the nature of the problem based on objective speed measurement data and site observations. The road safety outside schools policy includes an assessment of road safety education within the school too.
25	Surrey Police do not have sufficient resources to deal with every village. There is no "will" to address some of the problems in villages like West Clandon. I was nearly knocked down 2 weeks ago with my 3 year old grand-daughter because of a speeding vehicle that was doing around 50 mph in 30 mph area and was not in sight when we started to cross the road. I had to jump back half way across pulling my grand-daughter back. This is the 2nd incident in nearly 4 years with a HGV mounting the pavement on which I my daughter was walking with a 2 year old and 6 week old in a buggy. Inches from the 6 week old and did not even slow down or stop travelling so fast we could not even see the name of the vehicle or number plate. These vehicles should not be coming through the villages there is insufficient room and it is a daily event for large vehicles to mount pavements. It is SCC transport policy that is sending them through routes that are not suited to take such vehicles. Weight restrictions should be put on the bridge and width restrictions along the STREET in West Clandon. This is the response I received from Parish Council 2 weeks ago Dear Kay Looks like the old problem of large loads coming through Clandon being the only crossing of the railway without a low bridge. The diversion when the road was closed for resurfacing was via Guildford along Epsom and London Roads out past the Civic Hall. The Council wrote to Surrey at the time noting that this diversion had worked reasonably well for HGVs and suggesting that the Street could therefore be downgraded to a B road opening up the possibility of physical traffic calming measures in the Village. I have yet to receive a reply! 70mph through the village is not acceptable and it is only a matter of time before someone is killed. We have a school in the village and a car went into the school wall a	While Surrey police cannot be on every road every hour of every day, Surrey County Council work closely with the police to agree the sites in most need of attention for enforcement. Decisions on speed limits and supporting engineering measures are taken by a local committee of elected members, not individual councillors. Concerns over specific sites should be taken up with the relevant local committee who will take into account objective data on speeds and casualties to inform their decisions. The wishes of local residents has to be balanced against the needs of road users.

<b>Setting Local Speed Limits</b>		
<b>Q3: Do you have any other comments?</b>		
<b>ID</b>	<b>Comment</b>	<b>Officer Response</b>
	few years ago. If I have a pushchair I have to cross the road 3 times just to get to the railway station. There is no quality of life for people who live on the STREET AND CLANDON road. We can no longer sit in our gardens because of the noise, in fact you can hear the noise over the radio or TV inside the house and in the bedroom. And I wonder what the pollution level is. Traffic calming measures should not be measured against the cost of someone's life. They may not be popular but that should not be a consideration where safety of lives is involved. If you look at Send they have just moved the 40mph further down to the roundabout at Clandon and it is still 40mph so you are travelling at 40mph as you come up to a roundabout where is the sense in that. Clandon, Send, Ripley, should be 30 maximum and 20 mph through the housing sections whether there are street lights or not. Clandon for example does not have Street lighting where it should be because again some residents do not like the look of them. It is about time safety came before what it looks like and that the decision is made by people who have no personal involvement i.e. one Councillor's area over another Councillor's area.	
26	Left blank	
27	My only concern is the 'local committee'. Having served on a number of committees, I know just how turgid their process can be. The objectivity of these will need to be monitored.	Local committees of elected members are accountable to their constituents, and the policy provides a process whereby decision makers are presented with objective data to inform their decisions.
28	The process is currently extremely long and arduous and should take less time to implement. Once decided the plan should be implemented quickly we have had experience of this taking over 1 year. The lines on the road should be changed at the point of speed limit signs going up. Police have previously been unable to fine speeders because the old faster limit lines were still in place. Speed changes and road lines etc should be checked against the need for repair or resurfacing of the road to ensure best value and no work is duplicated.	The need for changing centre line markings is no longer a requirement for enforcement to proceed. The time taken may well depend upon the priority of the scheme compared with many others being promoted by the local committee.
29	Left blank	
30	No other comments	
31	Please explain the term " Community Engagement Team "	The Community Engagement Team disseminate road safety resources to schools and manage the county council's school crossing patrol service.
32	Left blank	
33	Left blank	
34	Left blank	
35	Left blank	
36	Left blank	

**Setting Local Speed Limits****Q3: Do you have any other comments?**

ID	Comment	Officer Response
37	Left blank	
38	Left blank	
39	Left blank	
40	Left blank	
41	Left blank	

**Road Safety Outside Schools****Q1: Do you have any comments on the "Main Principles, Roles and Responsibilities"?**

ID	Comment	Officer Response
1	Left blank	
2	Left blank	
3	Left blank	
4	Left blank	
5	Left blank	
6	Only that the safety of children should be the prime concern of any Council.	Noted.
7	Left blank	
8	Left blank	
9	Speed humps. Zebra crossing. Lower speed limit	The assessment procedure will determine the appropriate measure.
10	Again good to set out process and ownership	Noted.
11	No problems here but see 6 below	Noted.
12	Left blank	
13	Left blank	
14	Left blank	
15	Left blank	
16	Left blank	
17	no	
18	The word School should be removed and re titled Road Safety on Footways	This policy is designed to respond to concerns about road safety outside schools.
19	Left blank	
20	Road Safety is principally the responsibility of users- for children this must be their parents. The LA has the responsibility for setting and enforcing policy and procedures. The police or similar authority need to prioritise enforcement more than at present. Schools carry responsibility to educate children on road safety, but not be responsible for the use of the road outside of school. You can not make any group responsible without delegating power for enforcement. Too much is expected of school already in this respect in wide	Schools are responsible for educating children in partnership with parents. Road saefty education in schools allows children allows children to learn about roads in their area near their school.



<b>Road Safety Outside Schools</b>		
<b>Q1: Do you have any comments on the "Main Principles, Roles and Responsibilities"?</b>		
<b>ID</b>	<b>Comment</b>	<b>Officer Response</b>
	variety of areas.	
21	Again as per question 1 I have concerns that the budget responsibilities are under the control of the Borough Council.	Budget responsibilities are not under the control of the Borough Council. Responsibility and budgets for local highway improvements are delegated by Surrey County Council to local committees of county council and district or borough elected members.
22	Schools and Local Authorities must take action when parent drivers trespass on private roads which ignores the school's own Travel Plan. When school managements encourage parents to use private roads to gain unlawful access to school Surrey CC must assume responsibility for the safety of the children and take action to remove those on the governing body of the school who advocate such irresponsible behaviour. If not Surrey CC then the Department of Education. Safety must become part of the OFSTED process. When accidents happen it will be too late to take such action. In particular ST JOSEPH'S SCHOOL EPSOM AND THE PRIVATE KINDERGARTEN. Surrey CC the church and EEBC have all been informed that mass trespass is taking place. Instead Surrey CC leave it to the property owners to solve the problem of mass trespass. In spite of the changes made to the STP by Surrey CC, the school continues to use a private road. Responsibility for safety by the governing body of this school is not taken seriously. To allow a governing body to ignore the safety of children must not be an option for Surrey CC. Why is it that St Martin's School has a strict STP imposed by Surrey CC and St Joseph's does not?	It is the responsibility of private road owners to manage access onto their roads.
23	Left blank	
24	No. Agree as stated	Noted.
25	Yes listed above it should not be down to people who have interests in their own area first when there are budget restrictions.	Responsibility for local highway improvements is delegated to local committees by Surrey County Council.
26	Left blank	
27	No.	
28	Will additional funding for the assessments and any change in speeds etc. be available if a school is increased in size apart from the possibility of 106 money? Parish Councils and Head Teachers should be consulted at an early stage, to allow time for any local consultations or alterations or updates to the school travel plan. There is no opportunity for people directly involved in the school to input as a Local committee of councillors make decisions. Head teachers should also be given an opportunity to comment upon safety issues around their school. Along with the school travel plan it would be helpful to develop a template for assessing safety issues outside schools and asks schools to assess their situation in addition to other professional	Road safety issues and school travel plans will be tackled as part of the planning process for new schools. Highway improvements may be implemented and funded via the planning process. Local committees will also be able to allocate funds to improvements outside schools from their usual allocation for highway improvements. School leadership, parents, and local community will be consulted as part of the process and through the development of the school travel plan.

<b>Road Safety Outside Schools</b>		
<b>Q1: Do you have any comments on the "Main Principles, Roles and Responsibilities"?</b>		
<b>ID</b>	<b>Comment</b>	<b>Officer Response</b>
	assessments.	
29	No comment	
30	No comments	
31	Broadly supportive of the draft policy but consider that Parish Councils should be consulted directly and mentioned in the text.	We agree that it would be a good idea to consult with Parish Councils. The text will be amended to reflect this.
32		
33	The Road Safety Outside Schools draft policy gives helpful guidance about school crossing patrols, and it would be helpful for it to go into a similar level of detail about other measures that may be relevant, such as installing pedestrian crossings, safety barriers, cycle lanes, warning signs, and variable speed limit signs. I strongly think variable speed limits should be encouraged outside schools, where appropriate, so that limits can be reduced by 10mph (from 50 to 40mph, 40 to 30mph, or from 30 to 20mph), for 30 minute periods at the start and end of the school day, on days when the school is open. I think that consideration should be given to the type of traffic as well as its average speed - for example, a heavy lorry is more likely than a car to cause death or serious injury to a child in a collision, and more likely not to see a child cycling, so for roads with a high proportion of heavy traffic such as hgv's or buses, there should be a bias towards lowering the speed limit, and these roads should be a higher priority than roads where more traffic is smaller vehicles.	Variable speed limits have been tested through national trials and have not been found to be very effective in managing vehicle speeds - speeds are often low already at school drop off and pick up times too. The associated electronic signage can also become a maintenance liability. The assessment procedure will determine the appropriate measure and the site visits and risk assessments will take into account the mix of traffic and road users when developing proposals.
34	<ul style="list-style-type: none"> <li>• We challenge the section that reads "the county council will undertake a review of road safety outside a school whenever a school crossing patrol employee leaves their employment. This will provide an opportunity to assess what solution would be the most effective to improve road safety before taking a decision on whether to recruit a replacement." This suggests that, following a resignation, the patrol will not be provided while the continued need to continue the service is reviewed. We suggest that a contingency plan is needed to continue to provide the service after a resignation until such a time as the review has been carried out and conclusions drawn. Only then should the service be discontinued - if that indeed is the conclusion.</li> <li>• We believe that the County Council has a duty of care for all schools and that charging Free Schools and Academies is not justified merely because these are centrally funded or not controlled by the County Council.</li> </ul>	The process will not delay the appointment of a replacement patrol officer if that is what the assessment recommends. However the recruitment process, safeguarding checks and lack of applicants can result in a hiatus in the provision of a patrol service. In order to ensure county council resources are prioritised at the sites that need the most attention, it is necessary to charge those schools that are funded directly from central government for their crossing patrol service. Such schools have a larger budget per pupil than maintained schools and have greater flexibility in how that budget is spent.
35	The document focuses on the provision of school crossing patrols across traffic routes passing school entrances, which is not the case in Claygate. Guidance on the provision of education and the assessment of travel plans is, however, important and should be emphasised independently of the crossing	School crossing patrols are not limited only to the roads immediately outside school gate, but are located where ever needed to support safe school travel. School travel plan advice and guidance is offered whenever requested, in addition to the Road Safety Outside Schools process.

<b>Road Safety Outside Schools</b>		
<b>Q1: Do you have any comments on the "Main Principles, Roles and Responsibilities"?</b>		
<b>ID</b>	<b>Comment</b>	<b>Officer Response</b>
	issue.	
36	Thank you for your letter and draft policy, it is reassuring to know that you are continually reviewing and assessing the safety of our children on the roads around schools. It therefore comes as a shock to discover the council are no longer taking responsibility for all the children within its boundaries, but is willing to withdraw its responsibility to children that attend academies. It would seem that intending to charge academy schools for school crossing patrols is simply a measure that discriminates against pupils attending academies. To discriminate in this way, is endangering pupils as the funding for academies from the EFA is for education, I am sure it is not intended to fund county council road safety measures. A small school such as mine, with a well managed budget does not have the capacity to support the county council to the tune of £3,000, let alone £6,000 for 2 crossing patrols - which the council has deemed necessary. Roads and highways has always been the responsibility of the council and paid for by the council. Discriminating this arrangement would seem to be jeopardising the safety of children in schools that cannot afford such a charge.	In order to ensure county council resources are prioritised at the sites that need the most attention, it is necessary to charge those schools that are funded directly from central government for their crossing patrol service. Such schools have a larger budget per pupil than maintained schools and have greater flexibility in how that budget is spent.
37	After reading the draft policy on safety outside Surrey schools, these are my thoughts. I agree that when a school has an electric crossing outside, perhaps a person doing the same job is not necessary, but if the person doing the crossing is performing the job correctly then that is the best option. I have been told when i am unable to be at work the scene soon turns to chaos. I know I am good at the job as many have told me over the years. I also know people like me are hard to recruit. I care about the safety of the children. I have been doing the job for over 30 years in December. Where has the time gone!	We will not provide school crossing patrols on zebra and signalised crossings as this could cause confusion and is a duplication of resources. This is in accordance with national guidelines and policy. This will allow these resources to be used at sites without such crossing facilities.
38	I have been the school crossing patrol at Pyford School since October 2000. In that time, although there is a zebra crossing there have been many incidents of drivers not observing the safety of children and indeed myself.	We will not provide school crossing patrols on zebra and signalised crossings as this could cause confusion and is a duplication of resources. This is in accordance with national guidelines and policy. This will allow these resources to be used at sites without such crossing facilities.
39	As a School Crossing Patrol person for almost 15 years, I have been providing a safe and valuable service on behalf of the county council for South Camberley Primary School. I work my patrol on the existing traffic lighted crossing outside the school on the busy Frimley Road close to the junction of Crabtree Road, where there is another crossing with traffic lights which are phased with the main crossing lights for vehicles entering or turning right on the the main road. Many people including parents with young children and many un accompanied children as young as seven use the	We will not provide school crossing patrols on zebra and signalised crossings as this could cause confusion and is a duplication of resources. This is in accordance with national guidelines and policy. This will allow these resources to be used at sites without such crossing facilities.

<b>Road Safety Outside Schools</b>		
<b>Q1: Do you have any comments on the "Main Principles, Roles and Responsibilities"?</b>		
<b>ID</b>	<b>Comment</b>	<b>Officer Response</b>
	crossing to get across the road to the Redwood Campus. However there are many who use the crossing to take small children to South Camberley's Infant campus in James Road and older children use it to cross to the local secondary school Kings International College on Watchetts Drive, therefore serving three school sites. There have been very few incidents in this time of any concern and that is because the children are being supervised while using the crossing to and from school. I realise the council's resources may be limited but the safety of our children on our busy roads is paramount to all and especially to the parents, pupils and staff of our schools. I hope when roas safety outside schools is reviewed this site will be viewed as a high priority.	
40	<p>As a local councillor to Shere Parish Council I have read the proposed policy and reported to my colleagues on the council as follows: The policy appears to take into account the necessary aspects of this subject and is considered in its approach to dealing with the matter. The process outlined is logical and seeks to engage all stakeholders in pursuing and achieving a positive outcome. The Principles, Roles and Responsibilities section is informative and clear and it is good to see that the joint responsibility of schools and parents in educating children in road safety is emphasised. Also the recognition and acknowledgement that different problems require different solutions is testament to the intent that the policy is endeavouring to understand and treat each situation as individual and therefore achieve a tailored and successful outcome. On re-reading the policy in more detail however in order to formulate this response, my additional observations and suggestions are as follows:</p> <p>1. The policy is more biased towards children's safety during walking and cycling to/from school, than the safety aspects of departing to and from vehicles engaged in school drop-offs/pick-ups. My comment would be that all are of equal importance and therefore worthy of equal mention. This need not detract from the policy's aim to encourage more children to walk/cycle to school, but would acknowledge the fact that many families for whatever reason will still choose to use the car, and therefore increasing road safety outside schools is of benefit to everyone regardless of method of transport.</p>	The policy aims to encourage more walking and cycling to school in order to reduce congestion, reduce environmental impacts of vehicle traffic and improve the health of those making the school journey. We agree that the use of a car will still be preferred by many, but we do not believe that the procedure within the policy ignores this.
41	Thank you for your letter and draft policy, it is reassuring to know that you are continually reviewing and assessing the safety of our children on the roads around schools. It therefore comes as a shock to discover the council are no longer taking responsibility for all the children within its boundaries, but is willing to withdraw its responsibility to children that attend academies. It would	In order to ensure county council resources are prioritised at the sites that need the most attention, it is necessary to charge those schools that are funded directly from central government for their crossing patrol service. Such schools have a larger budget per pupil than maintained schools and have greater flexibility in how that budget is spent.

<b>Road Safety Outside Schools</b>		
<b>Q1: Do you have any comments on the "Main Principles, Roles and Responsibilities"?</b>		
<b>ID</b>	<b>Comment</b>	<b>Officer Response</b>
	seem that intending to charge academy schools for school crossing patrols is simply a measure that discriminates against pupils attending academies. To discriminate in this way, is endangering pupils as the funding for academies from the EFA is for education, I am sure it is not intended to fund county council road safety measures. A small school such as mine, with a well managed budget does not have the capacity to support the county council to the tune of £3,000, let alone £6,000 for 2 crossing patrols - which the council has deemed necessary. Roads and highways has always been the responsibility of the council and paid for by the council. Discriminating this arrangement would seem to be jeopardising the safety of children in schools that cannot afford such a charge.	

<b>Road Safety Outside Schools</b>		
<b>Q2: Do you have any comments on the "Procedure to Assess Road Safety Outside a School"?</b>		
<b>ID</b>	<b>Comment</b>	<b>Officer Response</b>
1	Left blank	
2	Left blank	
3	Left blank	
4	Left blank	
5	Left blank	
6	Don't see a lot of people doing it !! CPSOs only come when it is quiet or when they have had a call from a parent. This road is a rat-run to Chertsey and a lot of drivers are unaware that they are approaching a school crossing patrol, especially if they are heading towards Eastworth Road.	The assessment process would be triggered following requests or concerns being raised by the community. Assessments would be completed by a combination of County Council Highways, Road Safety colleagues and police.
7	Left blank	
8	Left blank	
9	Speed humps loads of them which would slow cars down	The assessment procedure will determine the appropriate measure.
10	Agree that each school is different hence different solutions for each school.	Noted.
11	No comment but see 6 below	Noted.
12	Left blank	
13	Left blank	
14	Left blank	
15	Left blank	
16	Left blank	
17	There needs to be a time line set	The time taken would depend upon the extent and nature of the problem, the number of sites requiring assessment and the resources available.
18	Pedestrian safety bollards should be installed on the kerb stones for atleast	The assessment procedure will determine the appropriate measure.

<b>Road Safety Outside Schools</b>		
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	200m in any direction, the volume of traffic will slow the traffic down naturally without the need for yet more signs	
19	I am pleased there is some recognition that the parents cause most of the danger to the children. This is usually through inconsiderate and selfish parking behaviour and also speeding. Most of the speeding near schools at the start and end of the school day seems to be by young female parents. No recognition has been given to the thoughts of local residents near schools who are massively inconvenienced by inconsidered parking etc. This should be addressed.	The assessment process would be triggered following requests or concerns being raised by the community. The assessment procedure will determine the nature of the problem and appropriate countermeasures.
20	The principle should be reversed use the limit unless there is compelling reason not to.	Speeds may not be the cause of concern. Instead the assessment procedure will determine the nature of the problem and appropriate countermeasures.
21	I would hope that this document is being actively circulated to all schools in Surrey and that all schools and Boards of Governors are invited to comment on these plans. I would imagine that many minor incidents are not reported or recorded. For example cars frequently reverse/drive over the pavements at Crawley Ridge Schools or performs U-Turns in Elsenwood Drive or 3point turns without indicating. Children are less road aware than adults and unpredictable driver behaviour is a great danger to them when they are trying to cross roads.	The draft policy was issued to the primary and secondary Phase councils so all schools have been notified and invited to respond.
22	I hope it's an improvement over the present one.	This is a new policy.
23	Left blank	
24	No. As before, it is essential these are followed to ensure there is a 'genuine' and not a 'percieved' problem.	Agreed. The assessment procedure will determine the nature of the problem and appropriate countermeasures.
25	I think it is essential that all areas where there are schools there should be a 20mph speed restriction national wide. Procedures to Assess delays what should be implemented.	Disagree - while successful 20 mph schemes can be helpful in some cases, they are not appropriate for all roads and may not always address the problems being experienced - for example parking.
26	Left blank	
27	Very sensible in respect of the fact that speed alone is not the problem.	Noted.
28	Left blank	
29	The process is reactive - it does not seek to proactively assess safety outside schools and is dependent upon a request being made to assess / evaluate. The process does not allow for long term planning. Funding at the time of review appears to be a key determining factor of whether a plan should go ahead. The need should be reviewed independently of availability of funding and subsequently planned in to a longer term programme of continuous safety improvement. NB - the flow diagram indicates greater input into the process than the formal policy for schools. It may be better to include this within the formal written process. All assessments should be done within the	Yes the process is reactive in response to concerns. The process could be used proactively if desired, but this would depend upon availability of resources to complete the analysis. Highway schemes will rely on funding being available. If a scheme is developed, the local committee could consider the provision of funding over several years alongside other schemes elsewhere. All assessments will be undertaken during term time during school drop off and/or pick up.



<b>Road Safety Outside Schools</b>		
<b>Q2: Do you have any comments on the "Procedure to Assess Road Safety Outside a School"?</b>		
<b>ID</b>	<b>Comment</b>	<b>Officer Response</b>
	term time and not be carried out during State or Private school holidays as both have significant impact.	
30	We have no comment to make on the proposals but SCC should be willing to consider all and any suggestions be they from schools, parents or Governors. We are pleased to see that you recognise every school presents unique requirements by reason of geography, local highways infrastructure etc. however solutions which have proven to work should be disseminated to other schools as possible options for consideration. Examples in use by some Horley schools are given below together with other options.	The process includes a step where schools will be consulted and their suggestions will be taken into account. Measures that have been successful at some sites may or may not work at others depending on the local situation.
31	It is considered that Step 5 should also include consultation with the relevant Borough or District Council.	The local committees consist of a combination of Borough or District councillors alongside county councillors and so will be involved in the decision making.
32	Broadly supportive of the draft policy but consider that Parish Councils should be consulted directly and mentioned in the text.	We agree that it would be a good idea to consult with Parish Councils. The text will be amended to reflect this.
33	Comments from Mole Valley Junior Youth Voice on the procedures... Raise money for road safety - funding schools The people assessing the road safety should talk to the children Consultation - talk to the pupils, parents and Head Teacher Assess and Report options should be earlier in the process, before the school plan Regular checks should be made on schools, not just wait for a request from the school. School Travel Plan should be sent to the teachers	The development of school travel plans will include consultation with pupils, parents and school staff.
34	The procedure is set out clearly and helpfully, but it would also be useful to include guidelines for how long each step and the overall process should take.	The time taken would depend upon the extent and nature of the problem, the number of sites requiring assessment and the resources available.
35	The procedure appears sound but should allow for the possibility that the person/body requesting safety improvements may not always be the school itself. In such a case the procedure should make allowance for this person/body as well as the school to be involved as the review process develops.	Agreed - as part of the process the nature of the concerns will be clarified with the person/body requesting improvements.
36	Left blank	
37	Left blank	
38	Left blank	
39	Left blank	
40	Left blank	
41	Local committees allocate funding for highway improvements "Within Surrey decisions over most local highway matters are made by local committees of elected councillors in each District or Borough. Each local committee is provided with an annual budget for highway improvements, and it is for the committee to decide where best to spend their money. Therefore any	Different Local Committees decide upon which schemes to invest using different methods, and it is up to each Local Committee to decide and justify how they prioritise their investment.

<b>Road Safety Outside Schools</b>		
<b>Q2: Do you have any comments on the "Procedure to Assess Road Safety Outside a School"?</b>		
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	proposals for highway improvements outside a school will require money from the local committee, and the committee will have to weigh this up alongside other requests for highway improvements at other sites" Would it be useful to mention on what criteria such decisions will be based? How will the local committee weigh this need against other highway improvements? Is there a policy or set of guidelines for the decision making process that could be referred to within the Road Safety Outside Schools policy?	

<b>Road Safety Outside Schools</b>		
<b>Q3: Do you have any other comments?</b>		
<b>ID</b>	<b>Comment</b>	<b>Officer Response</b>
1	Left blank	
2	Left blank	
3	Left blank	
4	Left blank	
5	Left blank	
6	My puddle needs fixing !!! There is a dip in the road and the parents/children and myself are constantly getting soaked !!	Please report this via the County Council highway defects website pages.
7	It is solely the parents/carers responsibility to get their children to and from school even with the best lollipop lady people still don't use her or use safe places to cross.	Training and education of parents of children is important as well as ensuring a safe road environment and road user facilities.
8	Left blank	
9	Left blank	
10	We have a lollipop lady at Guildford Grove. This is invaluable for ensuring that you can cross safely on a very busy road. However, the bus stop has just been updated without concern for her position and now makes it more hazardous due to less stopping distance for motorists and less visibility of her. It makes her job even more important as it would be impossible to cross without her. Every change in the roads outside school should be considered and reviewed under this policy.	This crossing site is being assessed.
11	The worst problem outside some school is the parking. September last year Jubilee School decided to change the time they finished at the end of the day. This resulted in both Jubilee High School and St Paul's Schools coming out at the same time. The problem is made worse by the fact that parents go into the road entrance off school lane and if they cannot move forward they just stay there which causes problems for everyone else and no one can move. People trying to go up or down School Lane are just left to wait and	The procedure can be initiated by local residents or the school. Please submit your concerns to the Sustainable Transport Team 03456 009009.

<b>Road Safety Outside Schools</b>		
<b>Q3: Do you have any other comments?</b>		
<b>ID</b>	<b>Comment</b>	<b>Officer Response</b>
	sometimes this can be a very long time. It would be an advantage if there was a crossing in School Lane near the school.	
12	Left blank	
13	Left blank	
14	Left blank	
15	Left blank	
16	Left blank	
17	Left blank	
18	Please open the debate to include all heavy pedestrian areas need roads, cure the problem at source. The driver mentality is that Pavements are "additional parking that improves the flow of traffic on the road. If pedestrians can't pass then cross the road or walk in the road, but don't touch the car!!!	This policy is designed to respond to concerns about road safety outside schools.
19	No	
20	Left blank	
21	If Borough Councils do retain the financial power to agree what road safety measures are made outside schools then this should be done in an open and transparent format. Notices or communications to the residents/school should occur and an opportunity to petition or ask questions should be available in advance of any decision. That way hopefully the Councillors will appreciate the impacts of their decisions on the local populations.	Responsibility for local highway improvements is delgated by Surrey County Council to local committees consisting of County Councillors and Borough or District Councillors. The local committees meet in public and their papers and decisions are available on the county council website. The committees also receive and respond to written public questions, and petitions. The procdure ensures that the school is consulted. Local residents are notified through the advertising of a Traffic Regulation Order and then have the opportunity to object to any proposals containing road humps, parking controls and formal crossings.
22	Left blank	
23	Left blank	
24	Left blank	
25	Those above	Noted.
26	Left blank	
27	No.	
28	Left blank	
29	All speed limit zones should be sensitive to Villages that have a no/low street lighting policy. When assessing speed reduction increased Co2 emissions with reduced speeds should be calculated, as pollution around schools should also be taken into account. 20mph Speed limitations around schools could be timed to school terms and the day time, clearly the issues are not the same during the prolonged summer break or the evenings and could be enforced in a similar way to the London bus lane timed routes or like the CZ's signage, not by using message signage as it is not deemed to be successful	Any proposals will take into account local circumstances. The marginal difference in Co2 emissions as a result of any highway improvements or change in speed limit is unlikely to have a large bearing on the decision making process. Variable speed limits have not been found to be very effective at managing vehicle speeds. Speeding is a criminal offence and can only be enforced by the police. The process is reactive in response to concerns. The process could be used proactively if desired, but this would depend upon availability of resources to complete the analysis.

<b>Road Safety Outside Schools</b>		
<b>Q3: Do you have any other comments?</b>		
<b>ID</b>	<b>Comment</b>	<b>Officer Response</b>
	in your draft. The service also appears reactive and should ideally be proactive and plan for improvement over the longer term.	
30	1. A Horley school introduced some years ago a voluntary one way system. This prevented conflicting traffic flows in the narrow roads outside the school. In general this is respected by parents and the scheme is promoted through newsletters and the children themselves as good road safety practice. The power pupil pressure should not be underestimated 2] Another Horley school has concluded an arrangement whereby parents can park for free in a nearby public car park and walk the short distance to the school. This came about through joint working between the school [including Governors] and RBBC supported by our county councillors and Surrey Police. 3] One of the greatest threats to road safety and traffic flows are the parents who carry out 3 point turns in the road outside the school. A possible solution would be to create one way roads.1 above has prevented this happening at that school. 4] As a number of parents sole objective is to park as near to the school gates as possible consideration should be given to the installation of zebra crossings immediately outside the school. This will not only give safe access across the road but with the attendant zig-zag lines create a buffer zone in which no car should park. These crossing should not necessarily be light controlled as traffic speeds tend to be low.	Noted.
31	No other comments	
32	Please explain the term " Community Engagement Team "	This team is responsible for the provision of road safety education and school travel plans and so will lead on the application of this policy.
33	Other comments from Mole Valley Junior Youth Voice... Golden Boot Challenge is good but only effective for that week Could survey children, who walk/cycle to school Park and Stride is a good scheme Eco Friendly week - walk to school The Lollipop man/lady isn't there for enough time Speed limits are too high around some schools Parking is a major problem, not monitored by police anymore Suggested that there is more involvement from schools-talk to pupils Important to educate the parents as well as pupils - assemblies Educating drivers about parking around schools	The Golden Boot Challenge lasts for one month, and highlights sustainable travel options that could be taken up all year round. The assessment procedure will determine the appropriate measures. The development of school travel plans will include consultation with pupils, parents and school staff.
34	It would perhaps be helpful to share related policies with schools regularly.	Noted.
35	A key issue is that that when traffic management changes are made, these will impact the local community. Much of the time these changes will be welcome and may, of course, result from requests by that community in the first place. However projects can gather a momentum of their own and it is important that traffic management projects deliver what the local community intended in a way that doesn't have negative side effects. To avoid this,	Decisions will be made by local committees of elected members who will seek to represent the views of their constituents.

**Road Safety Outside Schools****Q3: Do you have any other comments?**

ID	Comment	Officer Response
	ongoing full local liaison with local communities as thinking develops throughout a traffic management project is critical and we would like to see this formally recognised in these papers. Local involvement and consent will lead to better implementation.	
36	Left blank	
37	Left blank	
38	Left blank	
39	Left blank	
40	Left blank	
41	Left blank	

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