

SURREY COUNTY COUNCIL**MATT FURNISS, CABINET MEMBER FOR TRANSPORT,
INFRASTRUCTURE & ECONOMY DECISIONS****DATE: 27 JUNE 2022****LEAD OFFICER: KATIE STEWART, EXECUTIVE DIRECTOR ENVIRONMENT
TRANSPORT AND INFRASTRUCTURE****SUBJECT: HIGHWAY SCHEMES TO IMPROVE ROAD SAFETY, TACKLE
SPEEDING AND SUPPORT ACTIVE TRAVEL TO SCHOOLS**

ORGANISATION STRATEGY	Tackling Health Inequality
PRIORITY AREA:	Enabling A Greener Future
	Empowering Communities

**SURREY****SUMMARY OF ISSUE:**

The County Council is allocating significant additional funding over the next three years to reduce road casualties, tackle speeding and make walking, push scooting and cycling to school easier and safer. This report describes the schemes that will be implemented during 2022/2023 for endorsement by the Cabinet Member along with initial lists of potential schemes for prioritisation in the following years.

This additional investment is being made as higher vehicle speeds increase the risk of collisions and make the consequences of any collisions worse. Higher vehicle speeds also reduce the quality of the places in which residents live by increasing noise and air pollution and deter walking and cycling in a locality. School parents often cite the fear of road danger and difficulty in crossing the road near schools as a deterrent to more walking, cycling and push scooting to school. This leads to more car use and the consequent persistence of road congestion, parking problems, and engine idling which contributes to air pollution near schools. By making this investment, the County Council is seeking to address these issues across Surrey.

RECOMMENDATIONS:

It is recommended that the Cabinet Member:

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

REASON FOR RECOMMENDATIONS:

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

DETAILS:

Introduction

1. Road safety and speeding vehicles are a prime concern of many Surrey residents. Congestion, fear of road danger and difficulty in crossing the road near schools is also often cited by parents as a barrier to more active travel to school.
2. More local authorities are starting to adopt the best practice "Safe Systems" approach to improving road safety. This approach asserts the principles that road users will make mistakes, yet at the same time people have a right to safe and healthy mobility, and that therefore, it is the responsibility of organisations to work together collaboratively to make the entire road system as safe as possible for all road users. A key priority of this approach is safe vehicle speeds.
3. Therefore, the County Council is allocating significant additional funding for highway schemes dedicated to tackling these problems. This will contribute to objectives across a range of County Council strategies including:
 - Climate Change Delivery Plan: This investment will contribute to reducing motor vehicle journeys, which in turn will help to reduce carbon emissions.
 - Health and Wellbeing Strategy: This funding will enable individuals to be more active and therefore healthier, and reduced road risk means fewer road injuries. In addition, fewer emissions from internal combustion engine exhausts will contribute to improved air quality, especially near schools.
 - Surrey Transport Plan: This investment will contribute directly to the draft Surrey Transport Plan's ambition around safer and more reliable journeys.
 - Surrey Safer Roads Partnership Road Safety Strategy: This investment will contribute to the overarching aim of "making people safer on Surrey's roads"
4. This report proposes the schemes that will be delivered during 2022/23 using ongoing and additional new investment. These schemes will be funded across three budgets as described below:

Low-Cost Highway Safety Schemes (£200,000 annual budget rising to £500,000 from 2025/26)

5. Every time there is a collision resulting in personal injury, the Police record details on the road users, vehicles and location, and this information is shared with the County Council on computer mapping to aid analysis. Summary data is available to view via www.crashmap.co.uk.

6. The County Council's Road Safety Engineering Team host a meeting every six months for each District or Borough involving the County Council's highways team and Police road safety specialists. Data on collision hotspots is presented and site visits are undertaken to determine if there are any patterns to the collisions and whether there are any highway improvements that might reduce the risk. This results in a list of potential schemes that are prioritised based on the likely number of collisions reduced for the money invested at each site.
7. There has been an ongoing annual budget of £200,000 over several years for investment in low-cost highway safety schemes. This has allowed for a programme of between 20 to 30 casualty reduction schemes each year. Monitoring of the success of these schemes has shown a typical reduction of 30 to 40 percent in the number of casualties at the treated sites. Annex 1 presents the list of schemes that are planned for implementation during the current financial year 2022/23. These schemes have been developed following analysis of collisions, discussion with Police colleagues and site visits.
8. Within the approved capital programme the ongoing annual budget of £200,000 will be increased to £500,000 in 2025/26. This will allow for an enhanced programme of road safety, speed management and highway schemes to support more walking, push scooting and cycling to school into the future after the additional investment described below is completed.

Road Safety and Speed Management (£1 million per year from 2022/23 to 2024/25)

9. Within Surrey, whenever there are concerns over speeding, officers will measure speeds using a speed detection radar box mounted on street furniture such as a lamp column without residents generally knowing it is there or what it is for. At other locations, pneumatic tubes are used to survey speeds. Both methods are usually deployed for a one-week period. The data on mean average speeds and 85th percentile speeds (the speed above which the fastest 15 per cent of vehicles travel), is then compiled and considered alongside the number of personal injury collisions recorded by the Police. This determines the extent and nature of the problem at each site. Over time, data has been compiled at over a thousand locations throughout Surrey.
10. Officers regularly meet with Police colleagues for each district or borough to discuss the data and to prioritise sites that need the most attention. Interventions are then agreed together. Police interventions could include enforcement using hand-held devices or camera vans, or setting up a 'Community Speed Watch' if there are enough local people willing to volunteer. Council interventions include introducing traffic calming or vehicle activated signs. At locations where traffic calming is not feasible (for example higher speed limit roads, or main strategic roads with lots of larger vehicles), then fixed speed camera enforcement (either average speed cameras or spot speed cameras) might provide the best solution.
11. Through this approach, the County Council and Police have a list of all the sites throughout Surrey that have problems with speeding, along with joint

agreement between the Police and the Council as to what interventions could be implemented at each site.

12. A new temporary fund (£1million per year for three years) has been created to allow for investment in more substantial schemes that tackle speeding and road safety that are beyond the scope of the usual £200,000 annual budget described above. This provides the opportunity to implement measures at some sites where it has not previously been possible to fully solve the problem, thus addressing the concerns of residents and local county councillors. This includes the use of average speed cameras, which evidence shows are very effective in improving compliance with the speed limit and reducing road casualties.
13. Annex 2 presents a list of schemes that are planned for implementation during the current financial year 2022/23 using this temporary fund. The camera schemes have been prioritised based on collision and speed data and applying the points scoring system described within the County Council's [safety camera policy](#) approved by cabinet on 28 September 2021 (item 168). There are also four larger highway schemes that have been developed following analysis of collisions, site visits and discussions between highway and Police road safety specialists.
14. Annex 2 includes an initial listing of further schemes that will be considered for implementation in future years. It has not yet been decided as to which of these schemes will be prioritised for each of the future years as this will depend upon the most up to date casualty data nearer the time, and more development work. More potential safety camera and highway speed management schemes are likely to be identified that will be added to the list in due course as well.
15. It should be noted that in addition to the schemes funded from the new £1 million budget listed in Annex 2 there are several other safety camera schemes being implemented this financial year using other budgets. These are also listed Annex 2 for completeness. In total, there are 16 sites where there will either be new cameras, or amendments or upgrades to existing cameras during 2022/23.
16. In addition to these local schemes, there is a further initiative that will be invested in with this temporary fund. The national default speed limit on single carriageway rural roads (without street lighting) is 60mph, but local authorities have the power to change the speed limit if they so wish. The 60mph default speed limit is inappropriate for most minor rural roads because driving at this speed on such narrow and winding country lanes would be arguably reckless (and probably impossible in many cases). The County Council has already embarked on a programme of reducing rural speed limits across the south and southwest of the county using £100,000 funding allocated from the Drive SMART Road Safety Partnership with the Police. A further £100,000 has been allocated from the temporary £1million funding to continue to amend the remaining national speed limit roads across the south of the county.

Road Safety Outside Schools (£1million from per year from 2022/23 to 2024/25)

17. The Council has a "[Road Safety Outside Schools](#)" policy, which sets out a process to investigate concerns over road safety or barriers to walking, push scooting or cycling on the roads in the vicinity of schools. The process includes a site visit by road safety, parking, traffic engineering specialists, and Police alongside representatives from the school, residents, and local elected Members.
18. The aim is to diagnose the problems being experienced by those travelling to and from those schools, and where possible develop highway solutions to help tackle the issues. The problems can vary from site to site and can be associated with congestion, crossing the road, anti-social parking and sometimes vehicle speeds. In addition to any highway improvements, the process also includes an audit of the actions that the school are taking to provide road safety education and skills, and to encourage sustainable travel by pupils and parents.
19. Since the policy was first endorsed by Cabinet in 2014, there have been visits to over 160 school sites (there are approximate 500 schools in Surrey in total). This has resulted in suggestions for highway improvements at over 50 schools. A small number of schemes have been implemented following investment by the relevant local committee from their delegated budget for highway improvements, or from developer funding such as Community Infrastructure Levy. The additional funding of £1million per year for three years will allow for the current backlog of schemes to be implemented over the next three years.
20. Site visits to undertake "Road Safety Outside School" assessments are ongoing and typically take place at least once a week during school term times. Therefore, new schemes are being conceived on an ongoing basis. The usual £200,000 per year budget described above is proposed to be increased to £500,000 per year from 2025/26 after the new £1million annual investment comes to an end, so that there will be an enhanced ongoing programme of highway schemes to support more walking, push scooting and cycling to school into the future.
21. A list of eleven schemes that will be progressed during the current financial year of 2022/2023 using the new £1million budget is presented in Annex 3. These have been selected based on deliverability, need, joint investment with other sources of funding, prior approval (for example by local committee), and trial of a new measure (one scheme includes the possibility of a manually marshalled "school street"). Schemes for future years are also listed and have not yet been prioritised. Some will need to be re-evaluated because they were assessed several years ago and the situation outside the school may have changed.
22. There is also the opportunity to consider introducing "school streets" pedestrian zones which were not previously considered. "School street" pedestrian zones are a comparatively new concept whereby the roads in the immediate vicinity of schools are closed to motor vehicle traffic at school journey times. Not all roads

will be suitable for school streets, but where appropriate they could offer a very cost-effective solution to removing the negative impacts of cars near to schools at school journey times. It is accepted that some parents/carers will need to drive, in which case the school street will force parents/carers to park further from the school and “park and stride” which reduces the congestion, air pollution and road safety problems in the immediate vicinity of the school. The impact of displacement of parking onto other nearby roads will need to be considered carefully. Anyone living within the school street zone will be provided with an exemption for their vehicle if required, as will vehicles transporting children with special needs.

23. At present, like most other local authorities outside London, the County Council has the power to introduce school streets but does not have the power to provide any enforcement of them. Only the Police have this power, but they have many other demands on their resources.
24. In some local authority areas, school streets have been introduced using volunteer marshals or school staff to deploy temporary traffic management barriers on the highway during school journey times (and to let vehicles through that have legitimate exemptions). We propose to trial this approach at one site (Clarendon Primary School, Ashford) during the current financial year where the school have indicated that they would be willing to provide school staff to marshal the closure at every school journey time.
25. It is not expected that this is likely to be a long-term option at most sites because experience has shown that it is very hard to maintain an ongoing rota of volunteers (for school crossing patrols for example). There is also the risk that any volunteer marshals or school staff could be subject to abuse from aggressive motorists who do not agree with the road closure. Experience has shown that a polite challenge of obstructive parking near schools can often elicit an aggressive, abusive response.
26. Recently the Department for Transport has for the first time initiated a process for local authorities to apply for the power to provide civil enforcement of moving traffic offences (including the enforcement of vehicle prohibitions used to create school streets). The County Council has made an application for this power, and it is anticipated that the Department for Transport will be announcing the outcome of the application in the coming months. If successful, this will allow the County Council to provide enforcement of school streets using automatic number plate recognition cameras. This will provide a much more effective long-term solution to enforcement of school streets. It will require the set-up of a back office to issue and administer fines which is likely to take several months to procure. Therefore, it is anticipated that the first camera enforced school streets in Surrey will be implemented during the next financial year 2023/24.

CONSULTATION:

27. The development of the road safety and speed management schemes has been undertaken in collaboration with road safety specialists from Surrey Police following analysis of collision data and site visits to diagnose the nature of the

problem and develop highway or safety camera schemes to address the problems. Some schemes have been the subject of lobbying by the local community in the form of petitions to the local committee. Once outline designs have been completed, further engagement with local elected members and communities will be undertaken prior to installation.

28. The development of the “Road Safety Outside School” schemes has been undertaken in response to concerns raised by the school community, local residents or elected Members, sometimes in the form of petition to the Local Committee. The schemes have been developed following site visits to which the Divisional Member, school representatives and Police road safety specialists and where relevant, local residents have been invited. Once outline designs have been completed further engagement with local elected Members and communities will be undertaken. This will happen prior to any scheme installation.

RISK MANAGEMENT AND IMPLICATIONS:

29. Experience shows that some schemes might need to be paused, amended, or redesigned. This can arise due to unforeseen technical problems, issues arising from public consultation, booking road space or clashes with other highway infrastructure schemes or maintenance works. In other cases, there might be a good reason to bring a scheme forward or to delayed it to take advantage of synergy with other schemes, maintenance work or funding opportunities.
30. Therefore, initial estimated costs of schemes being prioritised for the current financial year has been deliberately set to be greater than the allocated budgets. This will allow the programme to flex in response to works delivery issues that may emerge as projects progress, for example, availability of road space. Project costs will be carefully monitored, with estimates refined as more detailed cost estimates are produced as detailed design is completed. It is proposed that ongoing decisions to refine the list (for example if schemes need to be paused, amended or brought forward) are delegated to officers in consultation with the Cabinet Member. Divisional Members for schemes where delivery may need to flex will be included discussions.

Financial and value for money implications:

31. The £200,000 annual budget for low-cost highway safety schemes (rising to £500,000 per year after three years), the £1million per year for three years for “Road Safety Outside School” schemes and the £1million per year for three years for Road Safety and Speed Management schemes is included within the County Council’s Medium Term Financial Strategy.
32. The Department for Transport publish the value of the prevention of collisions for use in cost benefit analysis annually. This includes the lost economic output of those involved in collisions, the cost of health care and rehabilitation, emergency services costs, damage to vehicles and property and insurance costs. This is shown in Table 1 below.

TABLE 1: Value of Preventing a Collision (published by the Department for Transport)

Collision severity	Value of preventing a collision £ (2019)
Fatal	2,260,633
Serious	261,498
Slight	26,840
Average for all severities	105,156
Damage only	2,425

33. The additional investment in highway schemes and safety camera schemes to reduce road collisions represents good value for money because the one-off capital cost of implementing the schemes is generally much lower than the value of preventing collisions at each site where they are deployed, especially collisions resulting in fatal and serious injuries.
34. The ongoing revenue costs of operating cameras and processing offences will continue to be paid for by part of the fee offending drivers pay to attend rehabilitation schemes such as speed awareness courses, at no cost to the Police or County Council. These finances are administered by the Police.

Section 151 Officer commentary:

35. Although significant progress has been made to improve the Council's financial position, the medium-term financial outlook beyond 2022/23 remains uncertain. With no clarity on central government funding in the medium term, our working assumption is that financial resources will continue to be constrained, as they have been for the majority of the past decade. This places an onus on the Council to continue to consider issues of financial sustainability as a priority in order to ensure stable provision of services in the medium term.
36. The expenditure referred to in this report is reflected in the Council's approved Medium Term Financial Strategy and, as such, the Section 151 Officer supports the recommendations.

Legal implications – Monitoring Officer:

37. Section 39 of the 1988 Road Traffic Act defines the duties of local authorities for road safety. This is paraphrased as follows:

Each local authority must:

- carry out a programme of measures to promote road safety
- carry out studies into accidents arising out of the use of vehicles on the road
- in light of those studies take such measures to prevent such accidents. This could include
 - dissemination of information and advice,
 - provision of practical training,
 - construction, improvement, maintenance and repair of roads

- take measures to reduce the possibility of accidents when new roads come into use
38. Exceeding a speed limit is an offence under section 89 of the Road Traffic Regulation Act 1984. Proof of speeding may be provided in various ways.
 39. Sections 23 and 40 of the Road Traffic Act 1991 introduced new section 20 into the Road Traffic Offenders Act 1988 which allowed evidence collected on camera to be used in proceedings for a speeding offence.
 40. The Road Traffic Act 1991 provides highway authorities with the power to install structures and equipment for the detection of traffic offences.
 41. Traffic Authorities are required to ensure that all speed limit signing complies with statutory requirements or have been specially authorised. The Home Secretary must type-approve speed enforcement devices before evidence from them can be used in court proceedings.

Equalities and diversity:

42. Highway schemes and safety camera schemes that improved speed compliance of motor vehicle traffic, and highway schemes that make walking or cycling to school safer and more attractive will be especially beneficial for pedestrians with mobility impairment or users of adapted cycles, who might otherwise have more difficulty in crossing roads, or sharing roads with faster motor vehicles.
43. All highway schemes will be subject to independent safety audit during the design process and following installation, and this includes a check on the safety of the scheme for all road users including those with mobility impairment.

Other implications:

44. The potential implications for the following Council priorities and policy areas have been considered. Where the impact is potentially significant a summary of the issues is set out in detail below.

Area assessed:	Direct Implications:
Environmental sustainability	Set out below
Public Health	Set out below

Environmental sustainability implications:

45. The investment will make walking, push scooting and cycling to school safer and more attractive. Successful management of vehicle speeds will reduce carbon emissions and reduce noise and air pollution. Slower vehicle speeds can also reduce barriers to more walking, push scooting and cycling. These modes are better for the environment compared to motor transport as they result in fewer carbon emissions and less noise and air pollution.

46. Improved road safety as a result of this investment will reduce the number of incidents of congestion and associated emissions that would otherwise occur following collisions that temporarily block roads.
47. The successful use of safety cameras and implementation of highway schemes to reduce road collisions will help to reduce damage of vehicles and property and disposal of waste resulting from collisions.

Public Health implications:

48. As well as the direct health benefits of reduced death and injury, slower vehicle speeds will also reduce air pollution. Improved speed compliance can also reduce barriers to active travel (walking, push scooting and cycling), which is better for the health of the participants.

WHAT HAPPENS NEXT:

49. Following endorsement by the Cabinet Member, officers will proceed with implementing the proposed schemes for delivery during the current financial year.

Contact Officer:

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Consulted:

The development of the road safety and speed management schemes has been undertaken in collaboration with road safety specialists from Surrey Police. The “Road Safety Outside School” schemes have been developed following site visits to which the local member, school representatives, Police road safety specialists and where relevant, local residents have been invited.

Annexes:

- Annex 1: Proposed Investment of £200,000 in Low-Cost Highway Safety Schemes
- Annex 2: Proposed Investment of £1,000,000 in Road Safety and Speed Management
- Annex 3: Proposed Investment of £1,000,000 on “Road Safety Outside School” Schemes

Sources/background papers:

- [Road Safety Outside Schools Policy](#)
 - [Policy on the Use of Safety Cameras in Surrey](#)
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Annex 1: Proposed Investment of £200,000 in Low-Cost Highway Safety Schemes

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

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

Larger highway safety schemes

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

Safety camera enforcement schemes

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

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

Summary

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

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

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

Potential safety camera schemes for years two or three

District/Borough	Road No.	Road Name	From	To	Exceeds 85th Percentile + 5mph	Collision Points	Camera Type	Description	Cost Estimate
MV	A24	Horsham Road	Flint Hill	Beare Green	Yes	19.50	Average	Long length and complex site requiring further development to determine optimum layout. This has strong support from local residents and members. Potential year two or three scheme.	TBC
SH	A322	Bagshot Bypass	New Rd	County Boundary	Yes	23.50	Average	Complex site requiring further development to determine optimum layout. Potential to combine existing red-light camera with average speed capability. Potential year two or three scheme.	TBC
TAN	A22	Caterham Bypass	Wapses Lodge	Godstone Rd	Yes	14.00	Average	Dual carriageway – difficulty in identifying power source at northern end.	TBC
ELM	B374	Brooklands Road	Wellington Way	St Georges Ave	Yes	12.56	Average	Potential year two/three scheme.	£120,000
TAN	A22	Caterham Bypass	Godstone Rd	M25 Jct 6	TBC	9.00	Average	Need for speed limit review. Potential year two/three scheme.	TBC
ELM	B374	Brooklands Road	A245	Wellington Way	Yes	8.70	Average	Potential year two/three scheme	£120,000
ELB	A244	Leatherhead Road, Oxshott	Danes Hill Dr	30mph terminals at southern end	No	8.50	Average	This scheme is the subject of a CIL bid. A new lower 20 mph speed limit is due to be introduced on an adjacent stretch, and a new central island is due to be installed. Therefore the site will be reassessed once these have been implemented to see if it meets the County Council's policy.	£150,000

District/ Borough	Road No.	Road Name	From	To	Exceeds 85th Percentile + 5mph	Collision Points	Camera Type	Description	Cost Estimate
SH	A322	Bagshot Bypass	M3	New Rd	No	8.50	Average	Potential year two/three scheme	£150,000
MV	A25	Westcott Road	Westcott Heath	Milton Street	Yes	6.00	Average	Potential year two/three scheme	£120,000
WAV	A283	Petworth Road, Chiddingfold	Skinners Ln	30mph terminals	Yes	2.92	Average	Potential year two/three scheme	£120,000
WOK	B382	Old Woking Road	East Hill	Maybury Hill	No	6.00	Average	Assessed but does not meet criteria	n/a
WOK	B382	Old Woking Road	Pyrford Common Rd	East Hill	No	0.00	Average	Assessed but does not meet criteria	n/a
WAV	A281	Birtley Road	Bramley Library	30 mph terminals at southern end	Yes	TBC	Average	Potential year two/three scheme with strong support from local MP, councillor and school	£120,000

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

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

District	School Name	Location	Proposal	Design	Build	Total	Rationale for Inclusion in Year One
Elmbridge	St Lawrence C of E Primary	Church Road	Potential point closure /enhanced crossing location. Also kerb adjustment to realign junction visibility.	10,000	140,000	150,000	This scheme is being developed in response to a petition. Site assessment has confirmed a need for a scheme to improve pedestrian facilities. The local MP is in support of this scheme.
Elmbridge	Walton Oak	Ambleside Avenue	Zebra crossing in the vicinity of the school removal of parking, removal of priority give way to allow alternative parking (design only).	20,000	0	20,000	This scheme was developed after a school crossing patrol left their role and it not being possible to find a replacement. There has been a petition, and a site assessment has confirmed a need for an improved crossing facility. This is scheme is complicated by the fact that it will require removal of some on-street parking and so is likely to require careful public engagement. Therefore, it is proposed that this scheme is designed in year one and delivered in year two. The implementation costs are the subject of a CIL bid.
Guildford	Send Primary School	Send Road Send	Toucan Crossing (single stage) to be installed to link with original cycle path	20,000	180,000	200,000	This scheme was developed following petition and reports of near misses with children using a pedestrian refuge. This scheme has been approved in principle by the local committee. There are no realistic alternatives to the proposed location. This is a through route and therefore not suitable for a “school street” pedestrian zone.
Guildford	St Lawrence of Effingham	Lower Road Effingham	Installation of two raised road tables.	2,000	118,000	120,000	This scheme was developed following petition and reports of near misses with children using the existing crossing point. The scheme was approved in principle by local committee. A design was already paid for by local committee and is near complete. This is a through route and not suitable for a “school street” pedestrian zone.
Guildford	Walsh Infants and Juniors	Ash Street	A controlled crossing potentially on a raised road table, remove layby, reposition bus stop		50,000	50,000	This scheme was developed following a petition and reports of near misses and a pedestrian casualty near to a substandard narrow pedestrian island. It is complicated by the need to remove a bus layby and relocate a bus stop. This is joint funded along with £70,000 local funding.
Spelthorne	Clarendon Primary School	Knapp Road	Refresh the school yellow zig zags and double yellow lines in the school area/ Implement School Street	10,000	5,000	15,000	This scheme is suggested because the school have committed to marshalling a “school street” pedestrian zone at school journey times without the need for camera enforcement. This would be the first trial of a marshalled “school street” in Surrey. There is only one residential access within the zone which means a marshalled school street is viable.
Spelthorne	St Michaels RC Primary	Feltham Hill Road	Zebra/signalised crossing on raised road table at vacant school crossing patrol site.	20,000	130,000	150,000	This scheme has been suggested after a school crossing patrol left and it is not possible to find a replacement. Site assessments have confirmed a need for an improved crossing facility for large numbers of pedestrians at school times. There is only one option for the location for the proposed crossing facility. This is a through route and not suitable for a “school street” pedestrian zone.
Surrey Heath	St Lawrence Chobham	Bagshot Road	Signalised crossing on raised road table and other crossing points	10,000	220,000	230,000	This scheme was developed in response to a petition. Site assessments have confirmed a need for an improved crossing facility for large numbers of pedestrians. This is a through route and therefore not suitable for a “school street” pedestrian zone.

District	School Name	Location	Proposal	Design	Build	Total	Rationale for Inclusion in Year One
Surrey Heath	Ravenscote Junior	Upper Chobham/Old Bisley Road	Upgrade the existing informal crossing point to a signalised controlled crossing with countdown	0	130,000	130,000	This scheme has been suggested in response to petitions and campaigning by local people especially after a school crossing patrol left their role and it not being possible to find a replacement. It is part of a wider scheme to improve safety on the approaches to the school following injury collisions. This scheme has already been designed.
Surrey Heath	Lakeside	Alphington Avenue	Two raised tables at each of the crossing points across Alphington Avenue	25,000	75,000	100,000	This scheme was suggested in response to concerns over speeds and road safety raised by the school in 2015. The scheme is comparatively easy to deliver consisting of two road tables at existing crossing points on Alphington Avenue. This is a through route and not suitable for a "school street" pedestrian zone.
Tandridge	Warlingham Village Primary School	Farleigh Road	Contribution to implement a 20mph speed limit on traffic calming scheme allocated funding by local member	15,000		15,000	A scheme to provide additional traffic calming on Farleigh Road is being allocated funding by the local member. It is proposed that additional funding is allocated to implement a 20 mph speed limit. This is a through route and not suitable for a "school street" pedestrian zone.
			Year One Total	132,000	1,048,000	1,180,000	

Potential Year Two and Three Schemes

District	School Name	Location	Proposal description and rationale
Elmbridge	St Albans	Beauchamp Road	The suggested scheme is to provide a zebra crossing on the existing raised road table in informal crossing point outside the school. The scheme also includes a narrowing to the junction with Seymour Road, and another raised table to reduce speeds just to the east of the junction with Seymour Road. This scheme was developed in response to concerns over speeding and difficulty in crossing the road and has the support of the local MP. This site does not have an existing school crossing patrol. The scheme will require careful engagement with local residents over the impact on on-street parking. Therefore, this scheme is proposed for implementation year two or three to allow time for the public engagement alongside the design process. The suggestion for a "school street" pedestrian zone was rejected.
Elmbridge	Hurst Park Primary School	Hurst Road	The suggested scheme is for a signalised pedestrian crossing in the vicinity of the school. This need has been highlighted in the school's travel plan and confirmed via on site observations. A feasibility study would be required to assess the viability of providing a signalised crossing due to the presence of side roads and driveway crossovers. Therefore, this scheme is proposed for implementation in year two or three to allow time for the public engagement alongside the feasibility and design process. This is a through route so is not appropriate for a "school street" pedestrian zone.
Elmbridge	Cobham Free School Junior Site	Portsmouth Road	This scheme is for improve pedestrian facilities on the approach to the existing signalised pedestrian crossing and new school warning signing. This scheme is forming the basis for a separate CL bid. This is a through route so is not appropriate for a "school street" pedestrian zone.
Elmbridge	Long Ditton St Mary's Junior School	Long Ditton	This scheme derives from a complaint from the school regarding speed on Sugden Road and layout of road including a central island. The scheme consists of an enhanced crossing point, and removal of a central island.

District	School Name	Location	Proposal description and rationale
Epsom & Ewell	Danetree Primary School	Danetree Road	To be reviewed. The initial scheme suggested was for a raised road table at the main crossing point. However, this site has good potential for a "school street" pedestrian zone. Therefore, it is suggested that this be considered in year two or three once the County Council has the power and resource to enforce "school streets".
Epsom & Ewell	St Joseph's Catholic Primary School	Rosebank	To be reviewed. A number of small engineering improvements have been suggested including dropped kerbs and measures to improve parking arrangements. This site might have the potential for a "school street" pedestrian zone. Therefore, it is suggested that this be considered in year two or three once the County Council has the power and resource to enforce "school streets".
Epsom & Ewell	Riverview Primary School	Riverview Road	There is a need for improved pedestrian crossing facilities and parking controls across Riverview Road and Huntsmoor Road. This is complicated by the location of the school entrance being adjacent to the junction to Riverview Road and Huntsmoor Road, on a bend with private driveways nearby too. Therefore there could be several options to improve the facilities that will require feasibility and public engagement. Therefore, this scheme is proposed for implementation in year two or three to allow time for the public engagement alongside the feasibility and design process. This is a through route so is not appropriate for a "school street" pedestrian zone.
Guildford	Ash Manor Secondary School	Manor Road	Traffic calming /raised road table scheme. This scheme is being delivered via section 106 developer funding. This is a through route so is not appropriate for a "school street" pedestrian zone.
Guildford	St Thomas of Canterbury	Horseshoe Lane West, Merrow	This site was visited in Autumn 2021 in response to a request from local residents and councillor. The suggested scheme includes a point closure on Horseshoe Lane West and Boxgrove Lane along with a possible 20 mph speed limit and minor amendments to parking controls. This scheme would require significant resource for public engagement so it is proposed that this be scheduled for delivery in year 2 or 3.
Guildford	Boxgrove Primary School	Boxgrove Lane	Since a school crossing patrol left their post, it has not been possible to recruit a replacement. Consequently, a request has been made in 2022 to provide a formal crossing point on the existing raised road table crossing point. This would require feasibility work to check the viability due to the presence of nearby drive ways. Therefore it is suggested that this scheme be scheduled for delivery in year 2 or 3. This is a through route so is not appropriate for a "school street" pedestrian zone.
Guildford	St Pauls C of E Tongham	The Cardinals	To be reviewed. This scheme is for a raised road table, with buildout and amendments to parking controls. This site might have the potential for a "school street" pedestrian zone. Therefore, it is suggested that this be considered in year two or three once the County Council has the power and resource to enforce "school streets".
Guildford	Merrow Infants	Merrow Street	To be reviewed. The original suggestion was to implement bollards on the roundabout front entrance to the school to control parking on Kingfisher Court. However this assessment was undertaken several years ago and needs to be reviewed. The other school entrance on Merrow Street might have the potential for a "school street" pedestrian zone. Therefore, it is suggested that this be considered in year two or three once the County Council has the power and resource to enforce "school streets".
Guildford	Tormead School	Cranley Road	Implement a zebra/enhanced crossing on raised road table on Cranley Road between the two school sites. This was developed in response to concerns raised by the school. There could be different options including point closures to create a low traffic neighbourhood that would need to be developed and consulted upon. Therefore, this scheme is proposed for implementation in year two or three to allow time for the public engagement alongside the feasibility and design process.
Guildford	St Joseph's Catholic Primary	Aldershot Road	Upgrade zebra crossing to a pelican crossing. There has been a petition to upgrade the zebra crossing to a signalised crossing due to concerns over some drivers flouting the need to stop for pedestrians. There has been a pedestrian injury here. As there is already a crossing facility here it is suggested that this scheme is less urgent than others and should therefore be scheduled for delivery in years 2 or 3. This is a through route so is not appropriate for a "school street" pedestrian zone.

District	School Name	Location	Proposal description and rationale
Guildford	Puttenham C of E	School Lane	This scheme includes a kerb re alignment and lining scheme and consideration for a 20mph limit through the village. This was developed in response to a request from the local member. This would need careful consultation and engagement. Therefore, this scheme is proposed for implementation in year two or three to allow time for the public engagement alongside the feasibility and design process.
Mole Valley	Newdigate Infant School	Village Street	This scheme is to amend parking controls outside the school to improve visibility for the school crossing patrol location and slow vehicle speeds. There is already a crossing patrol service, and the amendments to parking and presence of adjacent drive ways will require careful public engagement. Therefore, this scheme is scheduled for delivery in year 2 or 3 to allow time for the public engagement alongside the feasibility and design process.
Mole Valley	Box Hill School	Old London Road	There is a desire for a 20mph speed limit through Mickleham to reinforce lower speeds in the village centre which includes Box Hill School. This may require traffic calming at the southern end as additional supporting measures to ensure a successful reduction in speeds. The nature of this element of the scheme would require feasibility design and consultation. Therefore, this scheme is scheduled for delivery in year 2 or 3 to allow time for the public engagement alongside the feasibility and design process.
Mole Valley	St Martins	Chalkpit Road, Dorking	There is a desire for an enhanced pedestrian crossing facilities at this location. However, the site is complicated by being adjacent to a shopping parade forecourt access. There is already a pedestrian refuge. Therefore, this scheme is scheduled for delivery in year 2 or 3 to allow time for the public engagement alongside the feasibility and design process.
Mole Valley	Leatherhead Trinity Primary School	Woodville Road	This scheme involves the narrowing of the road to widen the footways which will reduce the distance required to cross the road. It also includes the provision of a raised table across the mouth of a side road to assist pedestrians. This is a substantial scheme and so is scheduled for delivery in year 2 or 3 to allow time for the public engagement alongside the feasibility and design process.
Reigate & Banstead	Sandcross School	Sandcross Lane	A range of traffic calming measures have been suggested and requested as a condition of planning consent for a nearby housing development. It is suggested that any work on this scheme is scheduled to take place in year two or three to allow time for the possibility that the scheme will instead be progressed by the developers.
Reigate & Banstead	Fuzefield School	Delabole Road	To be reviewed. This scheme is for a buildout to provide an enhanced crossing points outside Furze field Primary School. This scheme was developed in response to a petition. This location may have the potential for a "school street" pedestrian zone. Therefore, it is suggested that this be considered in year two or three once the County Council has the power and resource to enforce "school streets".
Reigate & Banstead	Epsom Downs Primary School	St Leonards Road	To be reviewed. This site was visited in 2021 in response to a request from the local member. It is proposed that the existing crossing point be enhanced to reduce speeds and deter parking across the dropped kerb. The scheme could also include minor amendments to the parking controls. This site might have the potential for a "school street" pedestrian zone. Therefore, it is suggested that this be considered in year two or three once the County Council has the power and resource to enforce "school streets".
Reigate & Banstead	Holmesdale Infant School	Alma Road	This scheme is for the installation of new footway to the north of the school. There is also the possibility of introducing a "school street" pedestrian zone. The school has been expanded in recent years. There is a need to take into account a wider area including the parallel Alders Road where residents have raised concerns over rat running and speeding. Therefore, it is suggested that this be considered in year two or three once the County Council has the power and resource to enforce "school streets" and to allow time for the public engagement alongside the feasibility and design process.

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

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

The assessment of sites using the Road Safety Outside Schools Policy is ongoing so more sites will be added to the list on an ongoing basis.

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