

TUESDAY, 19 NOVEMBER 2024

**PUBLIC QUESTIONS**

Q1	<p><b>Submitted by Sam Neatrou</b></p> <p>Q. Why does the cabinet appear to take account of floating/ shared bus stops in their decision when these have been removed from the scheme?</p> <p><b>Answered by Cllr Matt Furniss – Cabinet Member for Highways, Transport and Economic Growth</b></p> <p>The design of the bus stops in this scheme has been revised, changing from floating bus stops to shared spaces, following consultations with the Surrey Coalition of Disabled People. The updated design now features shared space at all bus stops along the route, with no floating bus stops proposed.</p>
Q2	<p><b>Submitted by Pat Daffarn</b></p> <p>Q. How does the decision of the cabinet take account of the safety of the existing road and path arrangement, or compare this with the safety of the new scheme?</p> <p><b>Answered by Cllr Matt Furniss – Cabinet Member for Highways, Transport and Economic Growth</b></p> <p>In deciding not to proceed with Section 1, the majority of Cabinet took into account both written and verbal evidence which highlighted concerns over the proposed shared use space and the potential difficulties some users may experience.</p>

<p>Q3</p>	<p><b>Submitted by Terry Newman, London Road Action Group</b></p> <p>Q. If the aim of significantly increasing numbers of active travellers, of reducing traffic congestion and associated pollution, and of avoiding minor and major incidents and accidents, is not demonstrably achieved, will Surrey County Council be in a position to justify the level of expenditure of public finances, or to excuse its accountability, seemingly only having considered the safety of cyclists, and having ignored the risk consequences for all other highway users?</p> <p><b>Answered by Cllr Matt Furniss – Cabinet Member for Highways, Transport and Economic Growth</b></p> <p>Throughout the design process and extensive engagement, officers have worked closely with Active Travel England on all aspects of the scheme, including financial monitoring. The scheme is focused on enhancing safety for all road users, not just cyclists, and is fully supported by the funding body, Active Travel England.</p>
<p>Q4</p>	<p><b>Submitted by Jim Allen</b></p> <p><i>I personally identified serious safety concerns on this project in August 2020 to the project manager. Separate from full knowledge of the project save basic principles, the Arup report also identified these aspects but dismisses them as ‘irrelevant.’ However, six members of the decision-making body agreed with me that safety would be compromised for all road users if the project went ahead.</i></p> <p>Q. What makes the select committee think that compromising the safety of all road users at a basic practical level will change the starting road width, current demand of vehicles per hour, or provide safety for pedestrians on combined paths from electric bikes?</p> <p><b>Answered by Cllr Matt Furniss – Cabinet Member for Highways, Transport and Economic Growth</b></p> <p>The select committee has chosen to call in the majority cabinet decision not to proceed with section 1 due to what they think are potential questions over the evidence considered by cabinet in making the decision. The select committee will hear evidence which will form the basis of their recommendation.</p>

<p>Q5</p>	<p><b>Submitted by Doug Clare, G-Bug</b></p> <p>Q. How does the decision of the cabinet take account of all the evidence as to how the new scheme will be SAFER than the existing arrangement for ALL shared path users, including disabled and vulnerable groups, school children, all pedestrians and cyclists?</p> <p><b>Answered by Cllr Matt Furniss – Cabinet Member for Highways, Transport and Economic Growth</b></p> <p>Cabinet reviewed all the evidence submitted including written and verbal as part of their majority decision, which highlighted concerns over the proposed shared use space and the potential difficulties some users may experience.</p>
<p>Q6</p>	<p><b>Submitted by Oliver Greaves</b></p> <p>Q. Will the committee take the detailed evidence and expert views concerning disabled pedestrians; the significant safety concerns about the scheme and their safety; the fact Arup’s review is limited in scope and the very significant level of public opposition to the scheme and the substantial amount of evidence provided by groups representing into account in making its decision?</p> <p><b>Answered by Cllr Matt Furniss – Cabinet Member for Highways, Transport and Economic Growth</b></p> <p>The select committee will take into consideration all the evidence presented to them in reviewing the majority cabinet decision taken on 29 October 2024 to determine if they wish to refer the decision back to cabinet for reconsideration.</p>

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