



ESHER GREEN JUNCTION IMPROVEMENT

**SURREY COUNTY COUNCIL
LOCAL COMMITTEE (ELMBRIDGE)
28 MARCH 2006**

KEY ISSUE:

To consider objections received to a proposed Traffic Regulation Order to ban the right-turn manoeuvres at the junction of Lammas Lane with Esher Place Avenue. The Committee is asked to agree that the Order is not progressed and approves a modification to the scheme to retain these manoeuvres.

SUMMARY:

At its meeting on 26 September 2005, the Local Committee approved the outline design for the Esher Green Junction Improvement scheme. The Committee also agreed a phased approach to the implementation of the scheme and agreed that a notice be published advertising the intention to ban the right-turn manoeuvres at the junction of Lammas Lane with Esher Place Avenue. The Committee also acknowledged that concern had been raised by local residents regarding the proposal to ban the right-turn manoeuvres and the Divisional Member for East Molesey and Esher requested that further consultation be undertaken regarding this matter.

In order to formally establish the level of this concern, the notice has been published and 10 letters of objection have been received. One of these letters is from Esher Place Residents Limited and has been written on behalf of all 175 house owners on the estate. Following the committee meeting on 26 September 2005, 46 letters expressing concern were also received.

In view of the concern raised, Officers have undertaken a reassessment of this element of the scheme. The accidents at the junction have been reviewed and further traffic modelling has been undertaken to assess the effect of retaining the right-turn manoeuvres. Investigations have also been undertaken to determine the modifications that would be required to the scheme if the manoeuvres were to be retained. Officers have concluded that none of the

accidents at the junction can be directly attributable to the right-turn manoeuvres and it is predicted that maintaining these manoeuvres would have minimal effect on the operation of the junction. The modification required to the scheme to retain the manoeuvres would be small, and would entail amending the proposed traffic island opposite Esher Place Avenue to create a gap for vehicles to turn.

Taking into account the technical review that has been undertaken, and giving careful consideration to the concerns raised by the local community, Officers recommend that the right-turn manoeuvres at Esher Place Avenue are retained and that the Traffic Regulation Order is not progressed. Officers also believe it would be difficult to progress the approved scheme through the required Statutory Procedures and consequently it is proposed to amend the scheme to retain these manoeuvres. Approval is sought to the amended scheme. Officers also recommend that monitoring is undertaken as improvements to the junction are carried out. If future monitoring shows that the right-turn manoeuvres are compromising road safety then further consideration should be given to banning these manoeuvres.

The report also describes the work that has been undertaken in progressing the scheme since the committee meeting on 26 September 2005.

ELECTORAL DIVISION AND MEMBER: East Molesey & Esher – Tim Oliver

OFFICER RECOMMENDATIONS:

The Committee is asked to:

- (i) Note the work done by Officers in reappraising the scheme and the level of objection received to the notice advertising the intention to make a Traffic Regulation Order to prohibit the right-turn manoeuvres at the junction of Lammas Lane with Esher Place Avenue.
- (ii) Agree that, with reference to (i) above, the Traffic Regulation Order is not progressed.
- (iii) Agree a modification to the scheme approved by this committee on 26 September 2005, whereby the proposed traffic island in Lammas Lane opposite Esher Place Avenue is modified as shown in Appendix 'B' to enable the right-turn manoeuvres to take place.
- (iv) Agree that, following implementation and monitoring of the scheme, further consideration be given to banning the right-turn manoeuvres at the junction of Lammas Lane with Esher Place Avenue in the event that these manoeuvres are identified as contributing to accidents at the junction. If this is the case there should be a period of appropriate further consultation in advance of statutory advertising of proposals.

LEAD/CONTACT OFFICER: Chris Paisley, Local Transportation Manager
John Garner, Principal Engineer

TELEPHONE NUMBER: 08456 009009

BACKGROUND PAPERS: Esher Green Junction Improvement, Local
Committee Report dated 26 September 2005.

Appendix 'A' Approved Scheme Plan, Drawing No.5477/15 Rev A
Appendix 'B' Amended Scheme Plan, Drawing No.5477/15 Rev C

1 INTRODUCTION

- 1.1 At its meeting on 26 September 2005, the Local Committee approved the outline design for the Esher Green Junction Improvement scheme to address the serious accident problem at the junction. The Committee agreed a phased approach to the implementation of the scheme with Puffin crossings on Lammas Lane and Church Street being implemented in advance of the main junction improvement. As part of the initial works, it was also agreed that a notice be published advertising the intention to ban the right-turn manoeuvres at the junction of Lammas Lane with Esher Place Avenue.
- 1.2 The Committee also acknowledged that concern had been raised by the local community regarding the proposal to ban the right-turns manoeuvres at Esher Place Avenue and the Divisional Member for East Molesey and Esher requested that further consultation be undertaken regarding this matter.
- 1.3 This report describes the work that has been undertaken in reassessing the need for the right-turn bans and in progressing the scheme since the Local Committee meeting on 26 September 2005. It also presents a summary of the responses received to the notice advertising the intention to ban the right-turn manoeuvres at Esher Place Avenue.
- 1.4 Due to the conclusions reached from the work undertaken, and careful consideration of the opposition received to the proposal to ban the right-turn manoeuvres, it is recommended that the Traffic Regulation Order is not progressed and that the scheme be modified to retain these manoeuvres. Approval is sought to the amended scheme.

2 TECHNICAL EVALUATION FOR RETAINING THE RIGHT-TURN MANOEUVRES AT ESHER PLACE AVENUE

- 2.1 The scheme approved by the Local Committee on 26 September 2005 for the Esher Green Junction, shown in Appendix 'A', proposed the banning of the right-turn in and right-turn out manoeuvres at the junction of Lammas Lane with Esher Place Avenue in order to simplify the overall junction layout and reduce the risk of accidents. It was also proposed to implement the banned movements in advance of the main junction improvement scheme in order to secure safety improvements at the junction in the short-term.
- 2.2 Due to the level of concern raised by the local community to the proposed banning of the right-turns, Officers have undertaken a reassessment of this element of the scheme. The accidents at the junction have been reviewed, further traffic modelling has been undertaken to assess the effect of retaining the right-turn manoeuvres, and investigations have been undertaken to determine the modifications that would be required to the scheme if the manoeuvres were to be retained.

2.3 Personal Injury Accidents

Banning the right-turn manoeuvres at Esher Place Avenue would help to simplify the overall layout of the junction and reduce the risk of accidents. However, personal injury accident records for the latest 6-year period show that none of the accidents can be attributed to the right-turning traffic at Esher Place Avenue and that all of the accidents occur at the main junction of Church Street with Lammas Lane and More Lane.

2.4 Traffic Modelling

Further traffic modelling has been undertaken for the approved junction improvement scheme whilst retaining the right-turn manoeuvres at Esher Place Avenue. The traffic modelling has been undertaken using Paramics, a computerised modelling program which models traffic flows and congestion on a road network and presents its output as a real-time visual display. The model also enables journey times and delays on the road network to be established.

- 2.5 The traffic model predicts that retaining the right-turn manoeuvres at Esher Place Avenue would have minimal effect on the operation of the proposed junction improvement in terms of traffic flows, queue lengths and journey times on the road network modelled.

2.6 Modification required to approved scheme to retain the right-turn manoeuvres

The modification required to the approved scheme in order to retain the right-turn manoeuvres at Esher Place Avenue would be small. Currently, the approved scheme shown in Appendix 'A' proposes a long narrow traffic island in Lammas Lane, opposite Esher Place Avenue, to physically restrict the manoeuvres. By providing a gap in this traffic island the right-turn manoeuvres could be retained without requiring any further modifications to the scheme.

2.7 Monitoring of junction

As improvements are carried out to the main junction then monitoring should be undertaken to assess changes in driver behaviour and accident patterns. If future monitoring shows that the right-turn manoeuvres are compromising road safety then further consideration should be given to banning these manoeuvres.

3 RESPONSE TO PROPOSALS TO BAN THE RIGHT-TURN MANOEUVRES AT ESHER PLACE AVENUE

- 3.1 In order to formally establish the level of concern to the proposal to ban the right-turn manoeuvres at Esher Place Avenue, a notice inviting comments was published on 18 January 2006 in the local press and displayed on site. Comments were requested by 10 February 2006 and a total of 10 letters of

objections were received, including letters from Esher Place Training and Conference Centre, Esher Residents Association and Esher Place Residents Limited. The letter from Esher Place Residents Limited was written on behalf of all 175 house owners on the Esher Place estate. The responses are summarised in Table 1 below. Forty-six letters of objection had also previously been received following the committee meeting on 26 September 2005.

- 3.2 Taking into account the technical review that has been undertaken, and giving careful consideration to the concerns raised by the local community, Officers have concluded that the right-turn manoeuvres at Esher Place Avenue should be retained and that the Traffic Regulation Order should not be progressed. Officers also believe it would be difficult to progress the approved junction improvement scheme, through the necessary Statutory Procedures, namely Planning Permission, a Compulsory Purchase Order and a Side Roads Order, at the same time as banning the right-turn manoeuvres. Consequently it is proposed to amend the scheme to retain these manoeuvres.
- 3.3 As improvements are carried out to the main junction, monitoring should be undertaken to assess changes in driver behaviour and accident patterns. If future monitoring shows that the right-turn manoeuvres are compromising road safety then further consideration should be given to banning these manoeuvres.

Table 1: Summary of Objections

No.	Name / Address	Objection/Comment	Officers Comment
1	Local resident Clive Road	i) Banning the right-turn from Lammas Lane into Esher Place Avenue will result in additional traffic using Park Rd, Wolsey Rd and Clive Rd to U-turn.	It is possible that traffic would U-turn in the side roads to gain access to Esher Place Avenue.
2	Local resident Waynelete Tower Avenue	i) The proposed two-lane approach on Lammas Lane will cause a bottleneck and encourage speeding up the hill. Drivers will cut across from the outside lane to the nearside lane if they are turning left at the High Street.	A two-lane approach is proposed on Lammas Lane in order that the junction does not cause a bottleneck. The junction capacity is compatible with the existing junctions in the town centre. The two lanes are proposed over a short length, on the approach to the junction, and would not therefore be expected to encourage speeding up the hill. Because of the short length of the two-lane approach to the junction, there would be very little benefit in drivers trying to overtake vehicles by using the outside lane and then cutting back into the inside lane. The junction would also be clearly signed.

No.	Name / Address	Objection/Comment	Officers Comment
		ii) The proposed signal controlled pedestrian crossings are not situated in a position conducive to use.	The two proposed Puffin crossings have been positioned as close to the junction as possible, but outside it in order that the junction layout is as simple and safe as possible. Trying to incorporate the crossings within the junction would require a larger junction and require more common land which is not feasible.
		iii) Banning the right-turns at Esher Place Avenue will have no benefit, merely cause more traffic to use the High Street or use the junction at Pelhams Walk.	Banning the right-turns at Esher Place Avenue would help to simplify the overall junction layout and reduce the risk of accidents. However, it is acknowledged that none of the accidents at the junction can be attributed to these manoeuvres. The additional traffic that would be diverted via the High St or Pelhams Walk junction would be very small. In the AM and PM peak periods 10 vehicles currently turn right out of Esher Place Avenue and 40 vehicles turn right in.
		iv) The personal injury accidents at the junction should be investigated to see whether the proposed junction improvement will prevent the accidents. The accidents occur at the More Lane/Church St junction and not at the Lammas Lane/Esher Place Avenue junction.	The proposed junction layout has been specifically designed to address the accident problem at the junction. Some 85% of the accidents are caused by the straight ahead manoeuvre from Church St into More Lane. Changing the priority at the junction so that Church St has priority over Lammas Lane seeks to address this problem. It is acknowledged that none of the accidents can be attributed to the Lammas Lane/Esher Place Avenue junction.
		v) The main junction improvement will have no impact on traffic problems and road safety.	A detailed traffic model has predicted that overall congestion on the road network in Esher town centre could reduce. The junction improvement has been designed specifically to address road safety issues. See above comments.
3	Esher Residents Association	i) The proposed right-turn ban and associated traffic island do not address an existing safety problem.	Banning the right-turns at Esher Place Avenue would help to simplify the overall junction layout and reduce the risk of accidents. However, it is acknowledged that none of the accidents at the junction can be attributed to these manoeuvres.
		ii) Only if Lammas Lane were widened to two lanes would there be a general safety issue with traffic turning right at this point, but this widening represents a measure designed to enhance traffic flow, not safety.	A two-lane approach is proposed on Lammas Lane in order that the junction capacity is compatible with the existing junctions in the town centre. A detailed traffic model for the peak hours has predicted that a single lane approach on Lammas Lane would result in a reduction in the amount of traffic on A244 Esher Green reaching the traffic signals at Portsmouth Rd. This would result in the junctions in the town centre operating less efficiently than

No.	Name / Address	Objection/Comment	Officers Comment
			<p>at present. The proposed junction improvement has been designed specifically to address the accident problem at the junction. The two-lane approach is an integral part of this scheme to allow the junction to operate satisfactorily.</p>
		<p>iii) The carriageway widening would only expedite vehicles as far as the Portsmouth Rd traffic lights.</p>	<p>See comments above. The two-lane approach would allow existing levels of traffic to reach the Portsmouth Road traffic signals and enable this junction to operate satisfactorily.</p>
		<p>iii) The banning of the right-turns would appear to create or worsen safety issues elsewhere on Lammas Lane and in the Estate.</p>	<p>A small number of vehicles would be required to use alternative routes if the right-turns were banned. Traffic surveys show that in the AM and PM peak periods 10 vehicles currently turn right out of Esher Place Avenue and 40 vehicles turn right in. It is possible that drivers who currently turn right into Esher Place Avenue would U-turn in the side roads on Lammas Lane to gain access, rather than U-turning at the Princess Alice Hospice roundabout or using the Pelhams Walk junction.</p>
4	<p>Amicus Esher Place Training and Conference Centre</p>	<p>i) Is the Traffic Order part of the Esher Green Scheme or is there a separate issue regarding the safety of the Lammas Lane/Esher Place Avenue junction?</p>	<p>The main junction improvement scheme currently includes the banning of the right-turns. The junction improvement will take time to progress through all the necessary procedures. Banning the right-turns at Esher Place Avenue and implementing signal controlled pedestrian crossing were identified as safety improvements that could be implemented in the short-term, subject to further consultation on the right-turn bans. Banning the right-turns at Esher Place Avenue would help to simplify the overall junction layout and reduce the risk of accidents. However, it is acknowledged that none of the accidents at the junction can be attributed to these manoeuvres.</p>
		<p>ii) Enforcement of the right-turn bans would result in an unacceptable increase in traffic utilising Pelham's Walk and Wayneflete Tower Avenue to access the Esher Place Avenue section of the estate.</p>	<p>The additional traffic that would be diverted via the High St or Pelhams Walk junction would be small. In the AM and PM peak periods 10 vehicles currently turn right out of Esher Place Avenue and 40 vehicles turn right in.</p>
		<p>iii) Delegates will face a considerable detour and human behaviour will dictate that U-turns at the junctions of Lammas Lane with local roads will present a further danger.</p>	<p>It would be necessary for the company to advise its delegates of the revised access arrangements. The increase in journey distance for drivers U-turning at the Princess Alice Hospice roundabout and travelling back to Esher Place Avenue would be 1 mile. It is possible that drivers would U-turn in the side roads on Lammas Lane to gain access to Esher Place Avenue, rather than U-</p>

No.	Name / Address	Objection/Comment	Officers Comment
			turning at the Princess Alice Hospice roundabout or using the Pelham's Walk junction.
		iv) The restriction will cause delays in emergency attendance to the estate and these vehicles would face an unacceptable detour in the event of an emergency.	Emergency vehicles would be able to travel across the proposed traffic island and gain access to Esher Place Avenue as at present.
		v) If the proposal is on the basis of traffic turning into Esher Place Avenue across 2 lanes of traffic then what evidence exists to suggest it is inherently dangerous. This is a commonplace manoeuvre.	The Traffic Order was being progressed on the basis that the overall junction could be simplified in the short-term by banning the right-turns at Esher Place Avenue and therefore reduce the risk of accidents. This is consistent with the longer term junction improvement scheme which also bans the right-turns. However, it is acknowledged that none of the accidents at the junction can be directly attributed to the right-turn manoeuvres. If a two-lane approach were provided on Lammas Lane as part of the main junction improvement then not only would traffic turning right into Esher Place Avenue have to cross two lanes of traffic but traffic turning right out would have to negotiate three lanes of traffic. Simplifying the junction layout would reduce the risk of accidents.
		vi) Heavy goods vehicles would be greatly restricted in access from the opposite direction and having to make a left turn into Esher Place Avenue due to vehicles parked on Esher Place Avenue.	Any required parking restriction would need to be considered as part of the detailed design. A parking review for the area is proposed to be undertaken shortly.
5	Local resident Clive Road	i) Traffic which is currently able to turn right into Esher Place Avenue will not travel down to the Princess Alice Hospice roundabout to U-turn but will U-turn in the side roads on Lammas Lane, namely Park Rd, Wolsey Rd, Clive Rd and Hunting Close. This will cause chaos.	It is possible that traffic wishing to access Esher Place Avenue could U-turn in the side roads on Lammas Lane.
		ii) The right-turn into Esher Place Avenue has not been an accident black spot.	It is acknowledged that none of the accidents at the junction can be attributed to this right-turn manoeuvre.
6	Local resident Claremont Drive	i) Banning the right-turn out of Esher Place Avenue would be highly inconvenient and also increase traffic in Esher High Street as these residents would have to enter the one-way system.	The additional traffic that would be diverted via the High Street would be very small. Traffic surveys show that in the AM and PM peak periods 10 vehicles currently turn right out of Esher Place Avenue. It is acknowledged that it would be more inconvenient for these residents to travel via the town centre.
		ii) The proposed two-lane	A two-lane approach is proposed on

No.	Name / Address	Objection/Comment	Officers Comment
		<p>approach on Lammas Lane will provide for greater throughput of traffic and is not in keeping with the character of Esher Green.</p>	<p>Lammas Lane in order that the junction capacity is compatible with the existing junctions in the town centre. A detailed traffic model for the peak hours has predicted that a single lane approach on Lammas Lane would result in a reduction in the amount of traffic on A244 Esher Green reaching the traffic signals at Portsmouth Rd. This would result in the junctions in the town centre operating less efficiently than at present. The two lanes are provided over a relatively short length and the proposed scheme also provides at least the same amount of green space in the locality as with the existing junction layout.</p>
		<p>iii) The proposed pedestrian crossings in Church Street and Lammas Lane are in unsuitable and impractical positions.</p>	<p>The two proposed Puffin crossings have been positioned as close to the junction as possible, but outside it in order that the junction layout is as simple and safe as possible. Trying to incorporate the crossings within the junction would require a larger junction and require more common land which is not feasible.</p>
7	<p>Local resident Sandown Road</p>	<p>i) The proposed two-lane approach from Lammas Lane and the closure of the right-turn out of Esher Place Avenue will seriously aggravate the overload in traffic on Lammas Lane. Residents will be trying to use the Pelham's Walk exit to Lammas Lane.</p>	<p>A two-lane approach is proposed on Lammas Lane in order that the junction capacity is compatible with the existing junctions in the town centre. A detailed traffic model for the peak hours has predicted that a single lane approach on Lammas Lane would result in a reduction in the amount of traffic on A244 Esher Green reaching the traffic signals at Portsmouth Rd. This would result in the junctions in the town centre operating less efficiently than at present. The junction has not been designed with the objective of drawing more traffic onto Lammas Lane. Traffic surveys show that in the AM and PM peak periods 10 vehicles currently turn right out of Esher Place Avenue. These vehicles could use the Pelham's Walk junction but the number of vehicles is very small.</p>
		<p>ii) The pedestrian crossing in Church Street is impractical and will block the flow of traffic approaching Lammas Lane from the traffic lights at the 'Bear' junction.</p>	<p>As traffic is released into Church Street in controlled 'waves' from the High Street traffic signals, it is predicted that there will be sufficient space in Church Street for vehicles not to back up to the High Street junction. If necessary, it would be possible to link the pedestrian crossing and the traffic signals in the High Street to co-ordinate the signal timings.</p>
8	<p>Esher Place Residents Limited (On behalf of all 175 house owners on the</p>	<p>i) Traffic entering and exiting Esher Place Avenue is not the cause of the accident problem by the War Memorial, it is traffic from Church Street jumping across the Lammas</p>	<p>It is acknowledged that none of the accidents can be attributed to the Lammas Lane/Esher Place Avenue junction.</p>

No.	Name / Address	Objection/Comment	Officers Comment
	Esher Place estate).	Lane traffic to get to More Lane.	
		ii) It is the new proposed two lanes heading into the junction along Lammas Lane that makes the new junction more complicated and dangerous. The view of traffic in the left hand lane would be blocked by traffic next to them in the right hand lane. SCC justifies the two lanes by claiming it would speed up traffic flows. Having created a more dangerous arrangement, SCC then claim they need to stop vehicles turning into and out of Esher Place Avenue on safety grounds.	A two-lane approach is proposed on Lammas Lane in order that the junction capacity is compatible with the existing junctions in the town centre. A detailed traffic model for the peak hours has predicted that a single lane approach on Lammas Lane would result in a reduction in the amount of traffic on A244 Esher Green reaching the traffic signals at Portsmouth Rd. This would result in the junctions in the town centre operating less efficiently than at present. The proposed layout at the give-way line on Lammas Lane would be similar to a roundabout and drivers in the left hand lane would be able to see in front of a vehicle in the right hand lane. Banning the right-turns at Esher Place Avenue would simplify the overall junction layout and reduce the risk of accidents.
		iii) Banning the right-turns would severely restrict access for emergency vehicles.	Emergency vehicles would be able to travel across the proposed traffic island and gain access as at present.
		iv) Narrow and winding roads on the estate mean more danger as traffic volumes increase. Much of the traffic from the eastern end of the estate would be forced to enter and leave from the Pelham's Walk entrance. The estate roads have steep hills, blind corners and no footpaths. Increased traffic volumes on the estate would increase the safety risk to both car drivers, pedestrians and children playing or walking on the road. The estate roads are treacherous in bad weather, particularly icy conditions.	Drivers not able to undertake the right-turn manoeuvres would have to travel via alternative routes. Drivers unable to turn right into Esher Place Avenue would have to turn right at the Pelham's Walk junction or U-turn at the Princess Alice roundabout and return along Lammas Lane to turn left into Esher Place Avenue. Drivers unable to turn right out of Esher Place Avenue would have to either travel into Esher town centre and return along Lammas Lane or travel through the estate and turn right into Lammas Lane at the Pelham's Walk junction. Based on peak hour traffic surveys with 40 vehicles currently turning right into Esher Place Avenue and 10 vehicles turning right out, some 50 vehicles per hour could potentially re-route through the estate roads.
		v) Traffic wanting to enter the estate from Church Street would do U-turns in Park Road, Queens Close, Wolsey Road, Clive Road and Hunting Close so as to approach from Lammas Lane and turn left into Esher Place Avenue. This would add to danger in Lammas Lane and the side roads.	It is possible that traffic wishing to access Esher Place Avenue could U-turn in the side roads on Lammas Lane, rather than U-turn at the Princess Alice roundabout or turn right into Pelham's Walk.
		vi) Traffic volumes would increase round the Princess Alice roundabout. This is	The increase in traffic using the roundabout would be very small in comparison to the existing volume of traffic already using it.

No.	Name / Address	Objection/Comment	Officers Comment
		already a dangerous site which would be made worse by vans and lorries needing to U-turn round the roundabout to come back up Lammas Lane to enter the estate.	Based on traffic surveys at Esher Place Avenue, in the peak hours some 40 vehicles could be expected to make this U-turn if the right-turn manoeuvre into Esher Place Avenue was banned.
9	Local resident Pelham's Walk	i) Banning the right-turn out of Esher Place Avenue would assist in reducing delays in making the left-turn out. However, concerned that this benefit would be nullified by introducing the proposed junction layout with Church Street having priority over Lammas Lane. With the give-way on Lammas Lane, there will always be a queue of traffic and it would not be possible to turn left out of Esher Place Avenue. Traffic from the estate will therefore use the Pelham's Walk junction to join Lammas Lane and this will be made worse by more queuing traffic on Lammas Lane as a result of Church Street having priority over Lammas Lane.	With the proposed junction improvement, vehicle speeds would be expected to reduce on Lammas Lane, approaching the give-way line. Consequently, this should assist vehicles turning left out of Esher Place Avenue. If a queue of traffic forms on the approach to the give-way line then, because vehicle speeds are normally low in such a situation, it is commonplace for traffic on the main road to let traffic out from the side roads. The traffic model that has been developed to test the proposed junction improvements indicates that, compared to existing levels, queues and delays on Lammas Lane eastbound would be expected to reduce. Traffic conditions on Lammas Lane adjacent to Pelham's Walk would not therefore be expected to be worse than at present.
		ii) General concerns about the volume of traffic trying to travel in and out of Esher, and the need for routes to form a bypass.	The primary aim of the junction improvement is to address the accident problem at the junction. However, the traffic model predicts that overall delays on the road network modelled could reduce.
		iii) Consider compulsory purchasing one or more properties on the Green in order to provide replacement land for carrying out a roundabout improvement.	The proposed scheme avoids this and is therefore considered to be a far more acceptable solution.
		iv) A roundabout would be a far better solution.	This matter was addressed in detail in the committee report of 15 March 2004. A roundabout would reinstate the right-turn manoeuvre from More Lane into Lammas Lane, creating a rat-run from the Scilly Isles roundabout via Station Road, Lower Green Road and More Lane, allowing traffic to bypass Esher town centre on inappropriate roads.
10	Local resident Pelham's Walk	Similar comments to 9 above.	Similar comments to 9 above.

No.	Name / Address	Objection/Comment	Officers Comment
11	Local resident Esher Place Avenue	Wishes to protest against scheme progressing. Objects to the right turn bans as they will have no bearing on the safety of vehicles at the junction.	The scheme has been approved for development by the Local Committee on two separate occasions. This report does not seek to review the overall scheme, merely one element of it. Banning the right-turns at Esher Place Avenue would help to simplify the overall junction layout and reduce the risk of accidents. However, it is acknowledged that none of the accidents at the junction can be attributed to these manoeuvres.

4 PROPOSED AMENDMENT TO SCHEME

- 4.1 Drawing No.5477/15 Rev C, Appendix 'B', shows the proposed modification to the junction improvement scheme approved by the Committee on 26 September 2005. The proposed traffic island opposite Esher Place Avenue would be altered to allow the right-turn manoeuvres to take place.

5 PROGRESS ON OTHER ISSUES

5.1 Puffin crossings on Lammas Lane and Church Street

- 5.2 The development of the design of the Puffin crossings on Lammas Lane and Church Street is currently being undertaken. As the crossing on Lammas Lane requires a small amount of work on Esher Green, which is Common Land, approval is required from the Department for Environment, Food and Rural Affairs (DEFRA) to carry out the works under Section 194 of the Law of Property Act 1925. An application to DEFRA for this approval is currently being prepared. Subject to this approval and funding, both Puffin crossings would be constructed in 2006/07.

5.3 Statutory Procedures for main junction improvement

The Statutory Procedures required for the scheme were described in the committee report of 26 September 2005. Discussions are continuing with the County Planners regarding Planning Permission required for the provision of a footway across Esher Green and for the relocation of the War Memorial. Discussions are also continuing with Legal Services regarding the Compulsory Purchase Order (CPO) required for the acquisition of Common Land and the Side Roads Order (SRO) required for the modification of side roads and accesses. Subject to the approval of the amended scheme shown in Appendix 'B', a Planning Application would be submitted and the documentation prepared for the CPO & SRO. It is considered important that the design layout for the scheme is finalised before the Statutory Procedures are progressed.

6 CONSULTATION

- 6.1 Surrey Police have been consulted regarding the proposed amendment to the scheme to retain the right-turn manoeuvres at Esher Place Avenue. Whilst the Police would wish to see the right-turn manoeuvres banned, they have confirmed that they would agree to the revised proposals if the banning of the movements was likely to cause delay to, or jeopardise, the implementation of the main junction improvement scheme.
- 6.2 Further consultation will take place on the scheme as part of the Statutory Procedures required to progress it.

7 FINANCIAL IMPLICATIONS

- 7.1 The budget estimate for the scheme was set out in the committee report of 26 September 2005. £25,000 was identified as being required from the LTP budget to physically ban the right-turn manoeuvres at Esher Place Avenue and this will no longer be required.
- 7.2 The budget estimate for the construction of the two signal controlled Puffin crossings on Lammas Lane and Church Street is £150,000 and would be funded from the LTP budget.

8 PROGRAMME

- 8.1 Subject to funding and the availability of resources, the provisional programme could be as follows:

March 2006:	Parking review to commence
March 2006:	Approval of amended scheme
April 2006:	Commence Statutory Procedures for Planning Permission, Compulsory Purchase Order and Side Roads Order, and any other required approvals
2006/07:	Implement Puffin crossings on Lammas Lane and Church Street
September 2007:	Public Inquiry (assuming required)
March 2008:	Inspectors report (assuming required)
April 2008:	Prepare contract documents
August 2008:	Invite tenders
January 2009:	Start construction

9 SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 9.1 Careful consideration is being given to the use of appropriate materials that are in keeping with the Conservation Area.

10 CRIME & DISORDER IMPLICATIONS

- 10.1 Crime and disorder implications are being given careful consideration as the scheme develops, particularly with respect to alterations to street lighting, visibility and measures for vulnerable users.

11 EQUALITIES IMPLICATIONS

- 11.1 Equalities implications are being given careful consideration as the scheme develops, particularly with respect to providing for those with mobility and accessibility needs.

12 CONCLUSION AND REASONS FOR RECOMMENDATIONS

- 12.1 Opposition has been received from the local community to the proposal to ban the right-turn manoeuvres at the junction of Lammas Lane with Esher Place Avenue. In parallel with the advertising of the right-turn bans, a technical evaluation has been carried out to reassess these proposals. None of the accidents at the junction can be directly attributable to the right-turn manoeuvres and it is predicted that retaining these manoeuvres would have minimal effect on the operation of the proposed junction improvement. Officers believe it would be difficult to progress the Statutory Procedures associated with the junction improvement scheme whilst proposing to ban these manoeuvres. The scheme should be modified to retain the right-turn manoeuvres and monitoring undertaken as improvements to the junction are carried out. If future monitoring shows that the right-turn manoeuvres are compromising road safety then further consideration should be given to banning these manoeuvres.



