Minutes of meeting

ELMBRIDGE LOCAL COMMITTEE

Date: Tuesday, 12 November 2002
Time: 4.00pm
Place: Ashcombe Suite, County Hall, Kingston upon Thames

Members present:

Surrey County Council

Mr Andrew Crisp (Walton South & Oatlands)
Mrs Margaret Hicks (Hersham)
Mr Ian Lake (Weybridge) – In the Chair
Mrs Rachael Lake (Walton)
Mrs Maggie Martin (The Dittons)
Mrs Dorothy Mitchell (Cobham and Oxshott)
Mr David Morris (Molesey West)
Mr Anthony Pegler (Esher and Molesey East)
Mr John Pincham (Claygate & Hinchley Wood)

Elmbridge Borough Council (for transportation matters)

Mr Gordon Chubb (Walton Central)
Mrs Irene Hamilton (Hersham North)
Mr Peter Heaney (Esher)
Mr Ernest Mallett (Molesey East)
Mr Graham Winton (Weybridge North)
Mr Paul Wolstenholme (Weybridge South)

Also present

Alison Bennett, Local Support Officer
Richard Bolton, Principal Engineer
Terri Cartwright, Manager, Mid Surrey Assessment Team, Children’s Services
Janet Cooke, Local Director
Guy Hall, Adult and Community Care Area Director, Mid Surrey
Wally Howe, Senior Engineer
Richard Nowacki, Policy and Information Manager, Surrey Trading Standards
Chris Paisley, Senior Principal Engineer
Heather Schroeder, Adult and Community Care Area Director, North Surrey
Chris Smith, Local Transportation Manager
All references to items refer to the agenda for the meeting.

PART A: County and Borough Members

IN PUBLIC

81/02 APOLOGIES FOR ABSENCE AND NOTICE OF SUBSITUTIONS (Item 1)

Apologies for absence had been received from Borough Councillors Glenn Dearlove and Mrs Janet Turner. Councillors Paul Wolstenholme and Gordon Chubb attended the meeting as their named substitutes.

82/02 MINUTES OF THE LAST MEETING (Item 2)

The minutes of the last meeting of the Committee held on 15 October 2002 were approved and signed as a correct record, subject to the following amendment:

Item 9 – Proposed Waiting Restrictions – Oatlands Avenue, Weybridge:

“NOTE: In accordance with Standing Order 57.4, Mr Pegler requested that his vote against the above decision be recorded.”

83/02 DECLARATIONS OF INTEREST (Item 3)

In accordance with Standing Order 58, Mrs Hicks declared an interest in Item 12 in view of her role as treasurer of Elmbridge MENCAP. Mrs Martin declared an interest in Item 9 arising from her role as Chairman of the Adults and Community Care Select Committee and Mrs Hicks and Mr Crisp in relation to Item 10 arising from their roles as Chairman and Vice Chairman of the Children and Young People’s Select Committee. Mr Crisp, Mrs Lake, Mr Lake, Mr Pincham, Mrs Hicks and Mrs Martin declared an interest in relation to Item 10 in view of their roles as governors of maintained educational establishments in Elmbridge.

84/02 MEMBERS’ QUESTIONS (Item 6)

Two questions had been received in accordance with Standing Order 45 from Councillor Graham Winton. These related to the possibility of reinstating the Elmbridge Cycle Forum and the current backlog in processing highways information for local land searches. The questions and responses from the Local Transport Manager were tabled at the meeting and are attached at Appendix 1 to the minutes.

With regard to the matter of local land searches, the Committee agreed that it would be useful to receive further information on the matter and it was therefore,

RESOLVED

That an item on the backlog in responding to highways enquiries be added to the agenda for the next meeting of the Local Committee.
EXECUTIVE FUNCTIONS

85/02 ELMBRIDGE LOCAL AREA TRANSPORTATION PROGRAMME (LTP) BID FOR 2003/04 TO 2005/06 (Item 7)

Chris Smith explained that all Local Transportation Managers were required by the County’s Executive to submit an updated three year programme bid of transportation schemes setting out how Local Transport Plan targets would be achieved. The Elmbridge Local Committee would be receiving an increased devolved budget of £520,000 next year and in addition, up to 50% extra funding dependent on the quality of the submitted programme in achieving progress within LTP targets. The Committee also received a paper setting out nine themes relevant to the transportation needs of the local area which formed part of the Elmbridge bid (attached at Appendix 2).

The Committee discussed the papers before it, and reference was made to the need for improved public transport, particularly within those areas of the Borough that currently had no bus services. The need to clarify responsibility for enforcing waiting restrictions once parking enforcement was decriminalised and the responsibility transferred to the Highway Authority, was also highlighted.

Elmbridge’s bid was required by 20 December 2002 and the Committee was therefore asked to delegate the final submission to the Local Transportation Manager, after consultation with the Chairman. Members also requested to be kept informed while the final details of the bid were being put together.

RESOLVED

That the Local Transport Manager, in consultation with the Chairman, submit an updated local area transportation programme for Elmbridge to cover the period 2003/04, 2004/05 and 2005/06.

86/02 TREE MAINTENANCE (Item 8)

Richard Bolton introduced the report before Members which set out details of how the Local Transport Service maintained the Borough’s 16,000 trees located on the public highway. The Committee was shown examples of work carried out on trees on Limes Road in Weybridge and the Council’s response to problems in Queens Road, Weybridge following damage to trees in recent bad weather. Members were also informed of the four-year cycle of tree maintenance work and the reactive work and new planting carried out by the County Council’s constructors.

RESOLVED

That the report be noted.
ADULT AND COMMUNITY CARE SERVICES PERFORMANCE REPORT
(Item 9)

Guy Hall and Heather Schroeder attended the meeting to present a report analysing the current performance of Adult and Community Care Services and the key developments achieved and those planned since the recent People First changes. The report was the first of its type and it was explained that localised information setting out more comprehensive performance information at a Borough level would be available during 2003.

The report detailed the recent restructuring of Surrey’s Social Services and the establishment of the new Area Structure. Members received details of the Social Services Inspectorate’s inspection which had given the Service a one star rating, the same rating that had been given to 60% of local authorities.

One of the difficulties facing the Service, as set out in the report, was recruiting and retaining staff. In response to a question, it was explained that a ‘grow your own’ strategy was being implemented which would involve investing in staff training and development.

The Committee also commented on the levels of delayed discharges and the high criteria set before social care could be obtained. It was noted however, that such data could prove misleading. For example, not all patients leaving hospital would be the responsibility of Adults and Community Care.

Officers were increasingly working in partnership with Health Sector colleagues to find ways to provide better value and services. The Committee was informed of how money raised from the recent closure of a ward at Ashford and St Peters’ Hospital was being used to provide intermediate care for elderly patients leaving hospital. It was further noted that, should the government introduce its plans to charge local authorities for delayed discharges, Adult and Community Care staff would be working with the Primary Care Trusts to ensure that any money remained within the system.

The Chairman concluded that clearly, the Service was under-funded by central government and under such pressure, had to make difficult decisions on its priorities. The Committee stressed however, that the efforts of both front line and management staff to continue to support Surrey residents, in these difficult circumstances, should be acknowledged. Members would look forward to receiving a further paper in the new year.
RESOLVED

(i) That the report be noted; and

(ii) The hard work of the front line and management staff, in difficult circumstances, be recognised.

88/02 CHILDREN’S SERVICES PERFORMANCE REPORT (Item 10)

The Committee had before it a report setting out the current performance of Children’s Services providing a County overview, together with more specific borough level information. Terri Cartwright attended the meeting to present the report and answer Members’ questions.

The low levels of funding from central government was highlighted by Members, especially given the much higher levels received in nearby London Boroughs.

Terri Cartwright explained that Children’s Services also suffered from recruitment and retention problems and was trying to tackle this by providing staff with good quality training and support in carrying out what could be a very stressful job.

The Committee drew particular attention to the low levels of children on the child protection register compared to the national average, which could be partly attributed to the excellent preventative work being carried out by Children’s Services staff.

The Committee again paid tribute to the staff who continued to work hard, despite the financial restraints imposed upon the Service by central government.

RESOLVED that

(i) The report be noted; and

(ii) The hard work of the front line and management staff, in difficult circumstances, be recognised.

89/02 ANNUAL REPORT FROM SURREY TRADING STANDARDS (Item 11)

Richard Nowacki was welcomed to the meeting and the Committee offered its congratulations on Trading Standards’ recent innovative work which had received good publicity.

Mr Nowacki noted that there had been no recent complaints regarding the sale of alcohol to under-age children in Elmbridge, although it was recognised that the practice was likely to be unreported.

The Committee noted that Surrey’s elderly population was increasing and there would therefore be increasing numbers of people vulnerable to rogue traders and doorstep sellers. Mr Nowacki informed the Committee that
Trading Standards produced a leaflet on this matter which was distributed to day centres. It was recognised however, that not all those at risk would attend such centres and Members suggested that material might be available at Post Offices. There was also scope for Trading Standards to work with other agencies who dealt with vulnerable people to ensure the message was relayed.

The Committee **RESOLVED** that

(i) The work of Trading Standards to effectively target the illegal sale of alcohol to teenagers below the age of eighteen be supported; and

(ii) Trading Standards be informed of any opportunities or platforms that could be used to educate and inform consumers and businesses.

**90/02 PROPOSALS FOR EXPENDITURE OF LOCAL REVENUE BUDGET**

**(Item 12)**

Proposals from four Members were before the Committee for its consideration. Local Director, Janet Cooke confirmed that none of the Members had an interest in the organisations concerned, save for that already declared by Margaret Hicks at the start of meeting.

**RESOLVED**

The requests for expenditure from the Local Revenue budget be agreed as follows:

(i) Up to £13,611 from Mr Pincham’s allocation to help fund the installation of CCTV in Claygate;

(ii) Up to £1,000 from Mrs Lake’s allocation towards the purchase of a pool table for Walton Youth Centre;

(iii) £5,000 from Mrs Hicks’ allocation to fund a course of parenting classes in West Elmbridge;

(iv) £2,500 from Mrs Hicks’ allocation for equipment for the kitchen area of Hersham Scouts’ hut;

(v) £160 from Mrs Hicks’ allocation to purchase exercise mats for use in classes for adults with learning disabilities held at Burview Hall;

(vi) £5,000 from Mr Crisp’s allocation towards the charitable fund set up in memory of Walton schoolgirl Amanda Dowler, which will provide education and training in personal safety for children and young adults.
91/02  YOUTH SERVICE  (Item 13)

Members were informed that the Youth Service would be producing a plan for submission to the Government Office South East in February. As part of this Plan, a Borough Plan would also be produced setting out local priorities. The Committee agreed that a workshop would be the best way for Members to contribute towards the production of a Youth Service Plan.

RESOLVED

That a workshop be arranged with the Youth Area Manager to allow Members to contribute to the Youth Service Plan through discussion of the utilisation and management of the Borough’s Youth Centres and consideration of the activities and facilities to be provided locally.

The meeting closed at 5.50pm.

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The following questions have been received in accordance with Standing Order 45.

1. **From Cllr Graham Winton:**

   **Elmbridge Cycle Forum**
   “Can this forum be reinstated as soon as possible to carry on the communications with cycling interest in the Borough? I understand that other Boroughs have set these up under their local committees.”

   **Response:**
   Meetings have been held with Elmbridge Borough Council’s Director of Planning and Environmental Services and the County Cycling Officer with a view to reinstating the forum.

   There has been debate as to whether the forum should be ‘owned’ by Elmbridge or Surrey, or preferably as an independent body.

   It is hoped that the first meeting can be organised early in the New Year to look at the constitution and terms of reference. The most successful forums have had a wide remit and a club-like approach to cycling, with infrastructure improvements being only one of the agenda topics under consideration.

   The County is presently undertaking steps to identify an appropriate and positive way forward.

2. **From Cllr Graham Winton:**

   **Local Land Searches**
   Following the response dated 20 September, could the Transportation Manager report on the status of the backlog in responding to highways enquiries?
Response:

As explained in the response referred to by Councillor Winton, the work of processing highways information for land searches is not carried out locally, but by Countywide and Technical Services based at County Hall. The backlog problem relates to the introduction of a revised and expanded computer system for undertaking the searches. However, this has not been necessitated by the removal of the Highways Agency Agreement, but by the more comprehensive search questionnaire that has been introduced by the local land charges officers associations as of 1 July 2002.

Elmbridge Borough Council’s Land Charges Officer has advised me that the backlog in responding to highways enquiries is currently about four months, although it is believed that ‘urgent’ requests are dealt with quickly.

Not surprisingly these response times are generally considered unacceptable by those requiring the service and I have ensured that senior managers at County Hall have been made aware of local public feeling. I also continue to support the service locally wherever I can help, primarily by dealing directly with residual enquiries which arrive at the Elmbridge office.

CONTACT OFFICER:  
Chris Smith, Local Transport Manager

TELEPHONE NUMBER:  
01372 832 509
As part of the 'Themed Bid / Programme' the Elmbridge Local Transportation Service have identified nine themes relevant to the transportation needs of the local area. These nine themes are detailed below.

1.0 Cycling

1.1 Introduction

Government statistics indicate that more cycles are sold in the United Kingdom per annum than motor vehicles.

Cycling is a sustainable mode of transport and can prove a healthy form of exercise. The Local Transportation Service has, and will continue to promote cycling schemes primarily to encourage the activity as a sustainable mode of transportation.

1.2 Background

It is recognised that a significant modal shift of transport usage within the Borough will take considerable time to achieve. In the short term it is unlikely that cycling will greatly contribute to targets to reduce traffic flows or vehicle emissions.

Over recent years various provisions have been made for cyclists throughout Elmbridge. However, the existing facilities are far from comprehensive and a substantial amount of further work is required if a fully integrated network is to be developed.

A cycle network map has been produced and is available for members of the public to use.

1.3 Network construction / promotion

The future programme will include measures such as cycle lanes, cycle tracks, toucan crossings and route signage. These will develop the
network and embellish existing isolated facilities that have been instigated by private partnership or road safety opportunities.

It is recognised that an inhibitor to cycle use is the lack of secure and convenient cycle parking at key destinations. This is recognised and will be addressed as part of the programme.

The LTS in conjunction with County Road Safety and Cycling Officers will be engaged to promote the education and safety of cycling to all members of the community.

1.4 Monitoring / data collection

Funding will be sought to facilitate the collection of cycle journey data. This information will be used to ensure future funds are targeted where they will have most effect and secondly to provide reliable pre and post scheme monitoring. This data collection will primarily centre on the introduction of fixed cycle counters.

1.5 Links with other themes

There is overlap with between cycling and other ‘themes’. Cycling improvements will be derived from all the following themes:

- Safer Routes to School
- Major and Intermediate projects
- Road Safety
- Widening travel choice.
2.0 Walking

2.1 Introduction

A number of trips currently made by the motor car are viable on foot. For a reasonable proportion of the general public walking is not an option that they would actually consider. The benefit to an individual’s health of regular exercise such as walking is well documented. Walking is a sustainable mode of transport.

Less than 20% of all journeys in Surrey are completed on foot. For work trips the figure is even lower at just 4%. Despite efforts already made to promote walking as an attractive option, much more work is needed. A very ambitious target has been set at 22% for all trips.

Surrey has the highest car ownership level in the Country. Elmbridge is an affluent area where a number of people can afford motor vehicles, regardless of costs. It will be challenging to encourage these people out of their private motorcars.

2.2 Link to other themes

Everybody is a pedestrian, albeit if it is for a limited period just from the car to office / home. Walking is intrinsically linked to a number of other themes:

- Safer Routes to School
- Environmental and Economic well being
- Widening travel choice
- Road Safety
- Managing congestion

2.3 Infrastructure improvements

Improvements will be comprehensive and widespread. They will include:

- Provision of new footways (linking desire lines)
- Widening of existing footways
- Dropped kerbs and tactile paving
- Lighting improvements
- Safety Improvements (CCTV)
- Controlled and uncontrolled crossings
- Enhancements the Right of Way network.
2.4 Partnership Working

The Local Transportation Service will liaise with Elmbridge Borough Council to ensure that maximum advantage is taken, through the planning process, of opportunities presented by external developers.

Full consultation will be undertaken with a range of interested parties depending the actual scheme being developed. The Police will be actively encouraged to discourage the widely used practise of footway parking, which is often cited as a major inhibitor of journeys by foot for the disabled.
3.0 Road Safety

3.1 Introduction

The County Council is committed to meeting national targets for the reduction in road casualties.

The Elmbridge LTS will continue to promote schemes that will have a positive effect on improving road safety. Over the years many schemes have been progressed with this as a key objective.

The mechanisms for scheme identification will primarily remain accident statistics and those sites initially raised via the Elmbridge Accident Working Group. Recently significant progress has been made since LTP funding commenced, in the implementation of some notable Road Safety schemes.

3.2 Proposed Improvements

The existing LTP programme for the three remaining years of the Local Transport Plan will be reviewed and added to with schemes including safety cameras and interactive variable message signing.

3.3 Links with other themes

Road Safety has been and will always remain a key priority. It will interact with all other themes.
4.0 Environment and Economic well-being

4.1 Introduction

The role of the Local Transportation Service (LTS) is all encompassing and a great deal more than simply maintaining the highway network. It is proven that transportation has a direct effect on both the local environment and the economic well being of an area. Environment and Economy are fundamental objectives of Local Transport Plans.

4.2 Conservation Areas

There are twenty-four designated conservation areas contained within Elmbridge. These all have an individual character, which needs to be preserved. Consideration will be given to small-localised improvements, which will strive to achieve this objective. Generally schemes will be designed to incorporate environmental best practise wherever possible.

Claygate is one area that has been initially identified. Any scheme will necessitate a partnership approach with both the Borough and Parish Councils. Carefully managed this will enhance the environment, making alternatives to the motor vehicle a more attractive consideration.

4.3 Town Centres

Elmbridge does not have any towns of major regional trading importance. There are though eleven distinct communities and these need to keep their status and identity so they can effectively compete with neighbouring larger town centres. It is proposed to undertake feasibility studies to examine how transportation issues can assist in achieving this goal.

4.4 Crime and Disorder

Elmbridge benefits from having a relatively low crime rate. The perception of crime vastly exceeds the reality of becoming a victim. Nevertheless this affects people’s quality of life and the LTS will continue to work in partnership with Surrey Police and Elmbridge Borough Council to continue the framework of our tripartite community safety strategy. All schemes will consider crime and disorder implications and consultation will embrace specific organisations such as the North Walton Partnership.

The LTS is already assisting the Borough Council with the introduction of CCTV in prime locations. This is something that maybe developed over forthcoming years.

Street Lighting will be introduced in areas (particularly town paths) were it would be of general benefit and assist in reducing people’s anxieties about using certain routes during the hours of darkness. In known problem sites street furniture will be re-sited to engineer out certain social problems through active consultation with the appropriate Police Architectural Liaison Officer.
4.5 Development Related Opportunities

Developments by third parties will undoubtedly effect the environment and economic well being of Elmbridge overall. Through close working with the local planning authority and County Planning colleagues the LTS will influence proposals to ensure maximum benefit to road users, local businesses and residents. Through the nature of development proposals the level of time and resources committed to achieving this will be dependent on what application are forthcoming within the Borough.

4.6 20 mph zones / Home Zones

Residents consistently identify speed of traffic as one of their prime concerns. This has a negative effect on their local environment. This LTS office receives numerous representations requesting speed limit enforcement / lowering. The LTS will consider the introduction of 20mph speed zones and or limits in appropriate residential areas. With recent legislation enabling Highway Authorities to create ‘Home Zones’, the LTS will investigate the feasibility and popularity of introducing them in appropriate locations.
5.0 Widening Travel Choice

5.1 Introduction

One of the goals of the Local Transport Plan is a reduction in car usage levels. For this to be practical there needs to be a viable alternative which will enable travellers to make a balanced choice.

 Provision has already been made and will be further developed to provide a choice for short distance journeys by improving cycling and walking facilities.

The Countywide Passenger Transport Group investigates opportunities to improve public transport by selective use of revenue funding for bus services and the development of quality bus partnerships.

The railway network has a significant impact on the Borough and is a useful facility for a number of residents. There are four mainline stations and six branch line stations.

5.2 Proposed Improvements

It is recognised that accuracy and ease of obtaining journey information significantly enhances the attractiveness of using public transport. There are proposals to roll out better access and reliability of travel information across a wider area of the County, including real time information. The Local Transportation Service will collaborate by delivering infrastructure improvements such as bus lanes, urban traffic control prioritisation, kerb alterations for low floor buses and improved shelters, as programmes evolve.

A local desire exists to demonstrate better coordination of community transport and it is hoped that the Pegasus school bus project will be rolled out to Elmbridge.

There is a greater need for journey integration and efforts will be made to improve facilities through a Safer Routes to Stations programme which will embrace safety (personal as well as general road safety), bus access and cycle and car parking, information and the environment. Initial contact with South West trains regarding a partnership approach has been encouraging, particularly in reference to the station at Walton on Thames.

5.3 Links with other themes

As with all the themes, there are areas of overlap. A particular example is commuter parking in the vicinity of the railway stations. This has a significant impact on our communities and will be addressed specifically in the parking theme.
6.0 Decriminalised Parking Enforcement (DPE)

6.1 Current Situation

Elmbridge is an affluent area and one consequence of this is that car ownership and usage levels are high. Not all properties have adequate off road parking facilities. Town centres / retail areas do not have parking to match peak demand and need short term parking to help maintain the economy. Commuter parking is rife at or near to the ten railway stations within the Borough. This can cause inconvenience to local residents and delays to other road users and needs to be managed. Contravention of on street parking regulations is widespread causing congestion, frustration and danger for a great many road users / residents.

Surrey Police have served notice, that in accordance with the provisions of the Road Traffic Act 1991, as from April 2004 they will no longer police on-street parking. From this date enforcement of waiting restrictions will cease to be a criminal offence and responsibility will transfer to the Highway Authority.

The County Council’s Executive are considering options, including enabling the district councils to be responsible for the actual enforcement, with the Highway Authority providing a strategic overview. This is dependant on the co-operation from the District Councils.

To ensure that both residents and visitors to Elmbridge are not inconvenienced by the withdrawal of Police enforcement it is necessary for the Local Transportation office, in partnership with central County Council groups and Elmbridge Borough Council to fully review the situation and determine the most appropriate action. The timescale is critical as April 2004 has been set by the Police and will be difficult to renegotiate.

6.2 Consolidation Orders / Signage

It is fundamental that the on carriageway waiting restrictions (yellow lines) are enforceable in law. Details of what waiting restrictions are marked within Elmbridge are available.

As part of the preparation works for DPE a review of restrictions needs to be undertaken and a consolidation order made to ensure that all restrictions are legally sound.

In addition to the need for a traffic regulation order, restrictions must be properly signed. All waiting restriction signage will need to be checked and updated / implemented as required.

6.3 Set-up costs for DPE enforcement

With a new enforcement regime there will be set-up costs. These are necessary because no adequate resource currently exists. It is
generally anticipated that the Borough Councils will have an active involvement and may take on responsibility for the day-to-day running of the enforcement regime, although Elmbridge Borough Council have not committed to such arrangements.

This is necessary to ensure that Elmbridge Residents and visitors both benefit from effective enforcement. If properly targeted this will aid all users of the transportation network, helping to prevent congestion and safety and access problems caused by parking misuse.

6.4 Economic Well Being

A prime concern for local businesses is the accessibility of their premises to their customers. Congestion and parking problems significantly hinder potential customers. Illegal parking (prolonged overstaying of permitted durations and similar) reduces the available amount of kerbside space usable by shoppers. This has a knock on effect of the economic well-being of our towns and is something that will be fundamental to the whole DPE strategic policy.

6.5 Parking Strategy

The importance of knowing what is actually happening and have clearly defined goals of what we are trying to achieve is paramount. Intrinsically off street and on street parking are linked.

A parking Management Strategy needs to be developed by the Borough Council. This should firstly quantify and categorises the total parking supply and demand by area and analyses any spare capacity or shortfall by parking and user categorises. This base information and the SCC overall parking strategy will be linked to the development of an Elmbridge Parking Strategy, in preparation for DPE.
7.0 **Safer Routes to School**

7.1 **Introduction**

Recent work has been completed with a number of schools in the promotion of Safer Routes. The Elmbridge LTS will continue to promote Safer Routes to School in the Borough, building on the work and progress made in recent years.

Much work completed to date has concentrated on the assessment, design and implementation of engineering measures aimed to improve the safety of children walking on the journey to and in the vicinity of schools.

7.2 **Way forward / Cross Theme working**

It is considered important that the work already undertaken is expanded upon to consider the wider remit of education and publicity together with obtaining more detailed information with regard to the journey to school.

The umbrella of safe routes contains many elements and has links to the majority of themes and strategies.

The programme for 2003/05 will aim to include:

- Those schools where measures have already been implemented in order to determine how successful they have been and if further work is required
- Encouraging other schools to embrace the initiative
- Develop specific engineering measures to improve the safety of children walking to schools
- Working in partnership with individual schools and other colleagues such as Road Safety Officers in promoting Safer Routes to School through education and publicity. These will include school travel plans, walking buses, car free days and walking to school weeks
- The introduction of a dedicated Safer Routes post within the Elmbridge LTS to liaise with Road Safety Officers to help coordinate the promotion of education and publicity activities to support the engineering measures being introduced
- Close monitoring of the success of the Pegasus school bus project, which is being launched in other areas of the County.
8.0 Managing Congestion

8.1 Introduction

Traffic volumes in Surrey grew by approximately 2% per annum throughout the 1990’s. Traffic within Surrey is twice the national average, with Surrey having the highest ratio of cars per population throughout the county. It is estimated that congestion in Surrey costs the economy as a whole approximately £750 million pounds per year. It is a major concern to residents and seriously impedes on people’s quality of life. The do nothing option is not a viable solution.

The network is at saturation point. Two main trunk roads pass through Elmbridge (A3 and M25). During peak periods if there is any problem on either of these roads the local highway network can lock up for considerable periods of time.

The ‘School Run’ creates it own problems which have a major impact on congestion. Due to its unique nature this is subject to its own theme.

8.2 Target

Ambitious targets have been set by central government to limit traffic growth. The Elmbridge LTS is committed to achieving the target of reducing traffic levels to those of 1998 by 2016.

8.3 Link to other themes

All works completed by the various ‘themes’ will have a direct impact on congestion. By necessity it will be given full consideration in all themes.

8.4 Infrastructure Improvements

As stated earlier congestion will be considered and managed as part of all themes. Specific improvements that will be considered and implemented if practical include:

- Real time car park information,
- Expansion and improvement of bus / rail services,
- Community transport,
- HGV routing,
- Improve general signage and ADS reviews,
- Use of waiting restrictions and other TRO’s to enhance traffic movement,
- Signalised junction improvements utilising latest technology
- Car free days / bike week promotions.
8.5 Partnership Working

Through mechanisms such as the Traffic Liaison Group, Surrey Rail Forum the Elmbridge LTS will continue to work with bus, rail and freight operators. More work is required to further educate the travelling public of sustainable options that are available to them.

We will continue to work with colleagues within Transportation Development Control to monitor private development and maximise the potential for designing out congestion as far as is as practical at the planning stage. This would include measures such as associated highway improvement works and / or Company Transport Plans.
9.0 Major and Intermediate Projects

9.1 Introduction

It has been decided to list major and intermediate projects in their own right although clearly they have originated through and support the themed tasks for Elmbridge.

9.2 Proposed Projects

The Walton Bridge project is programmed to start within the current LTP period, and will have a fundamental impact on Elmbridge both during the construction period and in the long term. A Member task group has been established with joint representation from both Elmbridge and Spelthorne, and a significant process of public consultation and engagement will be integral to the process.

Sunnyside Bridge is an imaginative project that has been developed by the umbrella group Thames Overways Projects (TOPS). The bridge would provide an additional link for cyclists and pedestrians over the river Thames. A feasibility study recommending a favoured site (at Sunnyside reservoir) has been produced, with a budget estimate of £2.5 million. The local office is currently reviewing the proposals and it is considered that the proposals are not yet sufficiently developed to merit inclusion in this year’s bidding process.

An A320 / A245 route study has been undertaken by Countywide and Technical Services in conjunction with the consultants WSP. This is from Woking Town Centre through to the Painshill Roundabout junction with the A3. The process has reported to a joint task group of Elmbridge and Woking elected members and has engaged in a very significant consultative exercise.

The study has identified a number of improvements for motor vehicle users, pedestrians and cyclists.

The Elmbridge LTS would wish to promote this project for funding jointly with Woking LTS as our single bid for intermediate funding this year.