

Agenda

Elmbridge
Local Committee

**We welcome you to
Elmbridge Local Committee**
Your Councillors, Your Community
and the Issues that Matter to You

Discussion

Petitions: Bowes Road, Walton on Thames request for additional traffic calming and 20mph speed limit; Nightingale Avenue, West Molesey request for trees to be replaced; A309 Kingston by-pass pedestrian crossing, Hinchley Wood request to improve safety; Hare Lane, Claygate petition to improve road safety by reducing speed limit to 20mph

A245 Speed Limit – *Nick Healey*

Presentation on River Thames Scheme – *Tina Donaldson*



Venue

Location: Council Chamber,
Elmbridge Civic Centre,
High Street, Esher, KT10
9SD

Date: Monday, 4 December
2017

Time: 4.00 pm



SURREY

You can get involved in the following ways

Ask a question

If there is something you wish know about how your council works or what it is doing in your area, you can ask the local committee a question about it. All local committees provide an opportunity to raise questions, informally, up to 30 minutes before the formal business of the meeting starts. If an answer cannot be given at the meeting, they will make arrangements for you to receive an answer either before or at the next formal meeting.

Write a question

You can also put your question to the local committee in writing. The committee officer must receive it a minimum of 4 working days in advance of the meeting.

When you arrive at the meeting let the committee officer (detailed below) know that you are there for the answer to your question. The committee chairman will decide exactly when your answer will be given and may invite you to ask a further question, if needed, at an appropriate time in the meeting.

Get involved

Sign a petition

If you live, work or study in Surrey and have a local issue of concern, you can petition the local committee and ask it to consider taking action on your behalf. Petitions should have at least 30 signatures and should be submitted to the committee officer 2 weeks before the meeting. You will be asked if you wish to outline your key concerns to the committee and will be given 3 minutes to address the meeting. Your petition may either be discussed at the meeting or alternatively, at the following meeting.

Attending the Local Committee meeting

Your Partnership officer is here to help.

Email: nicola.morris@surreycc.gov.uk

Tel: 07968 832 177 (text or phone)

Website: <http://www.surreycc.gov.uk/elmbridge>



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This is a meeting in public.

Please contact **Nicola Morris, Partnership Committee Officer** using the above contact details:

- If you would like a copy of this agenda or the attached papers in another format, e.g. large print, Braille, or another language
- If you would like to attend and you have any **additional needs, e.g. access or hearing loop**
- If you would like to talk about something in today's meeting or have a local initiative or concern.

Surrey County Council Appointed Members

Mr John O'Reilly, Hersham (Chairman)

Dr Peter Szanto, East Molesey & Esher (Vice-Chairman)

Mr Mike Bennison, Hinchley Wood, Claygate & Oxshott

Mr Nick Darby, The Dittons

Rachael I. Lake, Walton

Mrs Mary Lewis, Cobham

Mr Tim Oliver, Weybridge

Mr Ernest Mallett MBE, West Molesey

Mr Tony Samuels, Walton South and Oatlands

Borough Council Appointed Members

Cllr David J Archer, Esher

Cllr Andrew Davis, Weybridge Riverside

Cllr Barry Fairbank, Long Ditton

Cllr Roy Green, Hersham Village

Cllr Peter Harman, St George's Hill

Cllr Malcolm Howard, Walton South

Cllr Andy Muddyman, Weybridge Riverside

Cllr Mrs Mary Sheldon, Hersham Village

Cllr Graham Woolgar, Walton Central

Acting Chief Executive

Julie Fisher

Borough Council Substitute Members

Cllr Tricia Bland, Thames Ditton

Cllr Andrew Burley, Oxshott & Stoke D'Abernon

Cllr Victor Eldridge, Molesey West

Cllr Christine Elmer, Walton South

Cllr Michael Freeman, Weybridge Riverside

Cllr Andrew Kelly, Walton North

Cllr Mary Marshall, Claygate

Cllr Dorothy Mitchell, Cobham and Downside

Cllr Chris Sadler, Walton Central

MOBILE TECHNOLOGY AND FILMING – ACCEPTABLE USE

Those attending for the purpose of reporting on the meeting may use social media or mobile devices in silent mode to send electronic messages about the progress of the public parts of the meeting.

Anyone is permitted to film, record or take photographs at council meetings. Please liaise with the council officer listed in the agenda prior to the start of the meeting so that those attending the meeting can be made aware of any filming taking place.

Use of mobile devices, including for the purpose of recording or filming a meeting, is subject to no interruptions, distractions or interference being caused to the PA or Induction Loop systems, or any general disturbance to proceedings. The Chairman may ask for mobile devices to be switched off in these circumstances.

It is requested that if you are not using your mobile device for any of the activities outlined above, it be switched off or placed in silent mode during the meeting to prevent interruptions and interference with PA and Induction Loop systems.

Thank you for your co-operation

Note: This meeting may be filmed for live or subsequent broadcast - at the start of the meeting the Chairman will confirm if all or part of the meeting is being filmed. The images and sound recording may be used for training purposes within the Council.

Generally the public seating areas are not filmed. However by entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting and/or training purposes.

If you have any queries regarding this, please contact the Partnership Committee Officer at the meeting.

OPEN FORUM

Before the formal Committee session begins, the Chairman will invite questions from members of the public attending the meeting. Where possible questions will receive an answer at the meeting, or a written response will be provided subsequently.

PART 1 – IN PUBLIC

1 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

To receive any apologies for absence and notices of substitutions from Borough members under Standing Order 39.

2 CHAIRMAN'S ANNOUNCEMENTS

To receive any Chairman's announcements.

3 WRITTEN PUBLIC QUESTIONS AND STATEMENTS

To answer any questions or receive a statement from any member of the public who lives, works or studies in the Elmbridge Borough area in accordance with Standing Order 69. Notice should be given in writing or by email to the Partnership Committee Officer at least by 12 noon four working days before the meeting.

4 MINUTES OF PREVIOUS MEETING

(Pages 1 - 8)

To approve the Minutes of the previous meeting as a correct record.

5 DECLARATIONS OF INTEREST

All Members present are required to declare, at this point in the meeting or as soon as possible thereafter

(i) Any disclosable pecuniary interests and / or

- (ii) Other interests arising under the Code of Conduct in respect of any item(s) of business being considered at this meeting

NOTES:

- Members are reminded that they must not participate in any item where they have a disclosable pecuniary interest
- As well as an interest of the Member, this includes any interest, of which the Member is aware, that relates to the Member's spouse or civil partner (or any person with whom the Member is living as a spouse or civil partner)
- Members with a significant personal interest may participate in the discussion and vote on that matter unless that interest could be reasonably regarded as prejudicial.

6 PETITIONS

(Pages 9 - 30)

To receive any petitions in accordance with Standing Order 68. Notice should be given in writing or by e-mail to the Partnership Committee Officer at least 14 days before the meeting. Alternatively, the petition can be submitted on-line through Surrey County Council's e-petitions website as long as the minimum number of signatures (30) has been reached 14 days before the meeting.

Four petitions have been received, officer responses are attached:

- 1) Bowes Road, Walton on Thames request for additional traffic calming and 20mph speed limit
- 2) Nightingale Avenue, West Molesey request for trees to be replaced
- 3) A309 Kingston by-pass pedestrian crossing, Hinchley Wood request to improve safety
- 4) Hare Lane, Claygate petition to improve road safety by reducing speed limit to 20mph

7 MEMBER QUESTION TIME

To receive any written questions from Members under Standing Order 47. Notice should be given in writing to the Partnership Committee Officer by 12.00 noon four working days before the meeting.

8 A245 STOKE ROAD - SPEED LIMIT [EXECUTIVE FUNCTION - FOR DECISION]

(Pages 31 - 44)

This report summarises the outcome of the speed assessment for Stoke Road, for the lowering of the speed limit from 40mph to 30mph, which was reported to Committee in September 2014.

In 2014, the speed limit was lowered from 40mph to 30mph. Extensive utility works on Stoke Road have delayed assessment of the effects of the change in speed limit. In 2017 surveys have shown that traffic speeds have increased, potentially increasing the likelihood of traffic collisions occurring, and potentially worsening the consequences of traffic collisions that do occur.

- 9 HIGHWAYS UPDATE [EXECUTIVE FUNCTION - FOR DECISION]** (Pages 45 - 110)
- This report summarises progress with the Local Committee's programme of Highways works for the current Financial Year 2017-18.
- Members are asked to work with the Area Team Manager to identify their priorities for new schemes for the 2018-19 investment programme.
- 10 FUTURE OF PARKING REVIEWS IN ELMBRIDGE [EXECUTIVE FUNCTION - FOR DECISION]** (Pages 111 - 116)
- To consider how future parking reviews within the borough will be undertaken.
- 11 SURREY FIRE AND RESCUE SERVICE ANNUAL REPORT 2016-17 [SERVICE MONITORING - FOR INFORMATION]** (Pages 117 - 120)
- The report outlines the major strands of activities undertaken within the Borough of Elmbridge during the reporting year 2016-17 by the Surrey Fire and Rescue Service (SFRS) personnel based at Walton, Painshill and Esher Fire Stations
- 12 RIVER THAMES SCHEME [ISSUES OF LOCAL CONCERN - FOR INFORMATION]** (Pages 121 - 144)
- To give an update about the River Thames Scheme (RTS). The scheme is a partnership project to reduce flood risk for Thames-side communities between Datchet (Royal Borough of Windsor & Maidenhead) and Teddington (London Borough of Richmond upon Thames), including Elmbridge.
- 13 LOCAL COMMITTEE DECISION TRACKER [FOR DECISION]** (Pages 145 - 148)
- This item provides an update on previous decisions and actions agreed by the Committee. The Committee is asked to agree that the items marked as closed are removed from the tracker.
- 14 DATE OF NEXT MEETING [FOR INFORMATION]**
- Monday 5 March 2018 at 4pm, Elmbridge Civic Centre, Esher

DRAFT

Minutes of the meeting of the
Elmbridge LOCAL COMMITTEE
 held at 4.00 pm on 14 September 2017
 at Council Chamber, Elmbridge Civic Centre, High Street, Esher, KT10 9SD.

Surrey County Council Members:

- * Mr John O'Reilly (Chairman)
- * Dr Peter Szanto (Vice-Chairman)
- * Mr Mike Bennison
- * Mr Nick Darby
- * Rachael I. Lake
- * Mrs Mary Lewis
- * Mr Tim Oliver
- Mr Ernest Mallett MBE
- * Mr Tony Samuels

Borough / District Members:

- * Cllr David J Archer
- * Cllr Andrew Davis
- * Cllr Barry Fairbank
- Cllr Roy Green
- * Cllr Peter Harman
- * Cllr Malcolm Howard
- * Cllr Andy Muddyman
- * Cllr Mrs Mary Sheldon
- * Cllr Graham Woolgar

* In attendance

29/17 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies for absence were received from Mr Ernest Mallett and Cllr Roy Green. Mr Tony Samuels was delayed and missed the start of the meeting. He arrived at 5.28 just before discussion on Item 10.

30/17 CHAIRMAN'S ANNOUNCEMENTS [Item 2]

The Chairman highlighted the recent opening of the Walton Sports Hub which will be an excellent facility for the Borough going forward.

He reminded Co-opted Borough members of the need to complete the Surrey County Council declaration of interest form which is a requirement of their membership of the Committee.

He sought members views on future informal meetings of the Committee. The consensus was that as far as possible business should take place at the formal meetings but if a private informal meeting is required it should be convened as and when required.

31/17 WRITTEN PUBLIC QUESTIONS AND STATEMENTS [Item 3]

Two questions were received. The questions and answers are set out in the supplementary agenda. The following additional points were made:

Question 1: Mr Bellchamber stated that he felt that groups would be reluctant to report defects on rights of way for fear that the route may be closed. Whilst volunteers can help with cutting back vegetation they are unable to address capital issues and he asked what the Committee could do to help. The Chairman reported that the Committee had only very limited funding available to them and any requests would have to be prioritised alongside other schemes.

Question 2: Mr Bellchamber expressed surprise at the length of the agreed extension of the closure, but was pleased that the path would be reopened shortly. Access to the footpath is via an alley between properties. Searches have revealed that there is no owner of this land. He asked whether work could be undertaken to the alley way to make it safe to use. The Area Highways Manager asked the questioner to send him details of the exact location so that it could be looked at.

32/17 PETITIONS [Item 4]

Declarations of Interest: None

Officers attending: Adrian Harris, Parking Engineer

Petitions, Public Questions/Statements: One petition was received. The details of the petition and officer response are attached in the supplementary agenda for the meeting.

Philip Dale, the lead petitioner, set out the reasons for the petition. The majority of the residents in the road oppose the removal of the current restrictions. These were originally introduced following the introduction of parking restrictions in the Royal Borough of Kingston which displaced parked vehicles into the area. As a result resident only parking was introduced in the majority of roads in the Eastern end of Long Ditton. The residents of Effingham Road decided not to be included and sought to develop their own scheme, however, they have not been able to agree a scheme acceptable to most residents. Removing the yellow lines is likely to attract drivers in search of free parking to the area disadvantaging residents in both roads. He asked the Committee to abandon the proposals.

There was no indication of any further public questions or statements so the Committee moved to debate the options.

Member Discussion –key points

Several members supported the views expressed by the petitioner. However as the public consultation on these proposals has not closed it will be necessary to consider all the views expressed after the closing date before a final decision is made on whether to proceed with the proposals.

The Committee noted the officer response.

33/17 MINUTES OF PREVIOUS MEETING [Item 5]

The minutes were confirmed as a correct record.

34/17 DECLARATIONS OF INTEREST [Item 6]

There were no declarations of interest.

35/17 MEMBER QUESTION TIME [Item 7]

There were no member questions.

36/17 COLIN KEMP, CABINET MEMBER FOR HIGHWAYS - UPDATE [FOR INFORMATION] [Item 8]

Declarations of interest: None

Officers attending: Nick Healy, Area Highways Manager

Petitions, Public Questions/Statements: None

Member Discussion – key points

Colin Kemp, the Cabinet member for Highways, set out his plans for working with the Local Committee going forward. His priority is to improve communication with the Committee and he would like to share plans for centrally funded work taking place in Elmbridge at an earlier point in 2018/19 to allow Committee input into the process. A summary of the work planned for 2017/18 in the Borough would be shared with members with the minutes. *[Presentation and map attached at Annex A to the minutes, the numbers on the map are the Surrey Highways asset ID number. These numbers correspond with the ID on the published Horizon 2 lists on the SCC website]*

£90m will be spent on Surrey's highway network in the current financial year. This should be just enough to maintain the network at its current standards in the short term, but if funding is not increased there will be a deterioration in highway condition. Government funding is currently based on road length rather than traffic volume. The County Council is lobbying the Government to increase the funding, given that Surrey has some of the highest traffic volumes in the country.

Additional funding is being sought via bids to Local Enterprise Partnerships. However, the preparation of schemes to submit bids is costly and match funding is required.

He congratulated the Committee on the progress they had made, working with the Borough Council, to secure Community Infrastructure Levy (CIL) funding and using the surplus on the on street parking account to fund additional work in the Borough. He highlighted that he would be considering proposing schemes for pay and display parking in commercial areas, in order to create churn and support local business. It would be possible to incorporate a short free period with charging for a longer stay. Any surplus income could be reinvested in the highways in the area by the Local Committee. Discussions had taken place with the Federation of Small

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Businesses who were broadly supportive. The final decision on whether to implement pay and display and in which locations would be a matter for the Local Committee and a report will be brought to a future meeting.

Members commented on the improvement to highway fault reporting on the Surrey website which now indicates whether the issue has already been reported. Further improvements are planned. Members were concerned that many of the commercial areas within Elmbridge are surrounded by residential roads and that if pay and display parking were to be introduced, there could be significant displacement into these areas. There are also some activities, such as visiting a hair dressers or restaurant, which take longer than a short term free parking period to complete. It was noted that there could be a potential for a surplus of around £2.7m to be generated across Surrey by the introduction of pay and display parking.

The Chairman raised the significant reduction in the highway budget allocated to the Local Committee, which is roughly 10% of what it had been in previous years. The condition of the roads is the a big issue for local residents and something which is frequently raised with members. It was noted that the County Council has had to prioritise its spending to support vulnerable residents and all residents need to be made aware of investment in services that they may not be able to see.

37/17 HIGHWAYS UPDATE [EXECUTIVE FUNCTION - FOR DECISION] [Item 9]

Declarations of interest: None

Officers attending: Nick Healy, Area Highways Manager

Petitions, Public Questions/Statements: None

Member Discussion – key points

In relation to the proposals for Esher Green, the Area Highways Manager reported that there had been 19 casualties in this area in three years and there was a clear pattern to these. This area is amongst the worst casualty sites in Surrey. However in view of other potential changes in the area, it was felt that an incremental response is the most appropriate at this time. Members were in agreement with this approach, but wanted to ensure that the momentum continues and that further measures are put in place if the early changes are not successful. It was noted that agreement to relocate the war memorial is imminent.

Resolved:

- (i) To approve the allocation of £40,000 from its anticipated 2018-19 budget to continue to support Street Smart for a further Financial Year;
- (ii) To approve the allocation of £38,636 from its anticipated 2018-19 budget for Local Structural Repair (LSR – smaller scale resurfacing) of sites drawn from the list in Annex C of the report;
- (iii) To approve the review of the existing road signs at Esher Green;

- (iv) To approve the implementation of one new road table at each of the existing pedestrian crossings in both Lammas Lane and Church Street, including the advertising of the necessary legal notice;
- (v) To appoint the following three Members to a cross boundary Walton to Halliford Transport Study Steering Group: Two SCC members – Rachael I Lake and John O'Reilly, One BC member – Graham Woolgar
- (vi) To authorise the Area Highway Manager in consultation with the Chairman, Vice Chairman, and relevant Divisional Member(s) to undertake all necessary procedures to deliver the agreed programmes.

Reasons: The recommendations are intended to facilitate delivery of the 2016-17 Highways programmes funded by the Local Committee and to facilitate development of Committee's 2017-18 Highways programmes, while at the same time ensuring that the Chairman, Vice Chairman and relevant Divisional Members are fully and appropriately involved in any detailed considerations.

38/17 WALTON ON THAMES AND HERSHAM PARKING REVIEW [EXECUTIVE FUNCTION - FOR DECISION] [Item 10]

Declarations of interest: None

Officers attending: Adrian Harris, Parking Engineer

Petitions, Public Questions/Statements:

Mr Burnett, representing the residents of Fir Close a small cul de sac in Walton-on-Thames expressed concern that the parking issues affecting the road had not been addressed in the report. The increasing number of vehicles parking in the area is a safety issue as well as an inconvenience to residents. He asked for further consultation with residents before the recommendations of the review are advertised.

The Parking Engineer responded that Parking on one side of Fir Close had been proposed to maximise capacity and prevent pinch points. However in view of the concerns expressed, he suggested that Fir Close should be added to the list of roads, outlined in paragraph 2.4 of the report, where further informal consultations will take place before a decision is made on whether to progress any additional schemes to formal advertisement. The consultation will take place in the next few weeks.

There was no indication of any further public questions or statements so the Committee moved to debate the options.

Member Discussion – key points

In relation to Faulkner's Road, Hershams it was noted that if residents do not want a permit scheme the yellow lines indicated on Drawing 47 will be advertised.

Noted that New Zealand Avenue is not in Rachael I Lake's division. Members requested that where appropriate Long Ditton is used as this area is often called Thames Ditton instead and this is confusing for residents.

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Members thanked the officer for the excellent and detailed work on the review which has allowed local participation in the process.

Resolved:

- (i) To agree the county council's intention to introduce the proposals within this report and in Annex 1 are formally advertised, and subject to statutory consultation (as appropriate);
- (ii) To add Fir Close, Walton on Thames to the list of roads to be included in the informal consultations on potential new resident permit schemes as set out in paragraph 2.4 of the report;
- (iii) That if objections are received the Parking Strategy and Implementation Team Manager is authorised to try and resolve them;
- (iv) That if any objections cannot be resolved, the Parking Strategy and Implementation Team Manager, in consultation with the Chairman/Vice Chairman of this committee and the county councillor for the division, decides whether or not they should be acceded to and therefore whether the order should be made, with or without modifications.

Reasons: Changes to the highway network, the built environment and society mean that parking behaviour changes and consequently it is necessary for a Highway Authority to carry out regular reviews of waiting and parking restrictions on the highway network.

39/17 FUTURE OF PARKING REVIEWS IN ELMBRIDGE [EXECUTIVE FUNCTION - FOR DECISION] [Item 11]

Declarations of interest: None

Officers attending: Adrian Harris, Parking Engineer

Petitions, Public Questions/Statements: None

Member Discussion – key points

The Chairman indicated that unless members wished to make a decision at this meeting, it was his intention to seek views at this meeting and to make a formal decision at the next meeting.

The following points were made:

- Looking at each area in turn has worked well, but it does mean that there can be delays if an issue is identified in another area which has already been reviewed, there should be more flexibility to review limited areas more regularly;
- Now that a comprehensive review has been undertaken there should be less work to do in forthcoming reviews which should allow more time to address problem areas;
- If the Committee returned to whole Borough reviews, these would be less frequent than the current reviews as there would be more work involved in each review;
- If pay and display parking is to be considered, there may be a need to review adjacent parking restrictions to minimise displacement;

- The informal survey was felt to be a useful feature of whatever process is agreed in future;
- Could consideration be given to continuing with the area based approach but covering the whole Borough in 2 years instead of 3?
- A definition of what is considered to be a safety issue was requested.

Noted the report.

40/17 LOCAL COMMITTEE DECISION TRACKER [FOR INFORMATION] [Item 12]

Declarations of interest: None

Officers attending: Nicola Morris, Partnership Committee Officer

Petitions, Public Questions/Statements: None

Member Discussion – None

Noted the progress made with the previous actions.

41/17 DATE OF NEXT MEETING [FOR INFORMATION] [Item 13]

Monday 4 December at 4.00pm, Elmbridge Civic Centre

Meeting ended at: 6.05 pm

Chairman

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)

DATE:

SUBJECT: PETITION – Bowes Road, Walton on Thames, traffic calming

DIVISION: Walton South & Oatlands

**PETITION DETAILS:**

A petition has been arranged on-line at <https://www.change.org/p/bowes-road-petition>. The petition is addressed to Dominic Raab (MP), Cllr John O'Reilly, Cllr Tony Samuels, and Cllr Colin Kemp, and reads as follows:

Bowes Road - Traffic Calming Measures

Why further traffic calming measures are necessary.

1- Bowes Road is residential road. The volume of traffic (including large articulated trucks) travelling down this road in both directions is now extensive. This will only continue to grow in the short to medium term with the planned local developments, including that of Stompond Lane, unless Surrey County Council take some action.

2- Bowes Road is used as a direct (rat run) cut through to Sidney road, given this is the only road with through access between Winchester Road in the town centre and Rydens Road, a distance of just over 0.5 miles. All other roads leading off Hersham have no through paths forcing all traffic to cut through Bowes road only.

3- The present traffic calming measures on this road are wholly inadequate and have no impact on the speed of the traffic across it. Cars, trucks and buses come down this road at great speed (often in excess of 30mph) making (a) pulling in and out of driveways extremely dangerous and (b) crossing the road during school term treacherous. This is particularly acute as cars and large vans (with no affiliation to Bowes Road) often park on both sides of the road forcing oncoming traffic to swerve in and out as they traverse along the road hindering line of site. Additionally the space between the calming bumps on the road are long, allowing plenty of opportunity for oncoming traffic to gain speed including the buses that come down Bowes Road.

4- The small roundabout at the end of Bowes road is both dangerous to cross and a potential bottleneck for clear flow of traffic leading to traffic backing up along Bowes road for periods at a time with engines and exhausts running. This is both detrimental to health and well being as well as possible damage to outside of properties.

5- Surrey county council have carried out no reviews or taken any action in regards the points raised in 1-4 above, citing lack of funding as the main reason. It is only by raising a petition and sharing this with our local and newly re-elected member of parliament Dominic Rabb can the residents take some action and seek to influence both Elmbridge and Surrey County Council regards introduction of further traffic calming measures and 20 mph speed restrictions on Bowes Road to address the

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current problems.

I want to thank you for considering the above and your support in this petition.

Lead petitioner: Bardia Dorudi

Number of signatures submitted: 58

OFFICER COMMENT:

Most of the signatories are residents of Walton on Thames. The petition has also been signed by residents of Penarth, Southport, Loughborough, Bolton, Camberley, Machynlleth, Wokingham, London, and St Ives.

The arrangements at the junction of Kings Road and Crutchfield Lane with Hersham Road, the two mini roundabouts in Hersham Road, and the traffic calming in Bowes Road were all introduced as part of the same scheme in the early 1990s. The scheme was introduced in response to a persistent pattern of serious and fatal road traffic collisions at the junction of Kings Road, Crutchfield Lane and Hersham Road. It was recognised at the time that in closing Kings Road, that traffic would be diverted into Bowes Road, which was why Bowes Road was traffic calmed at the time to mitigate this displacement effect. According to information that is publically available most residents of Bowes Road moved in to their homes subsequent to the completion of the scheme in the early 1990s, and so would have been aware of the situation when they moved in.

The scheme has proved itself to be very successful over the years. In the past full three year period there has only been one personal injury collision at the junction of Bowes Road and Hersham Road, and one at the junction of Bowes Road with Sidney Road. In the same period there were no personal injury collisions in Bowes Road itself, or at the junction of Bowes Road with Stompond Lane. Information regarding personal injury accidents is publically available at www.crashmap.co.uk.

It is accepted residents perceive that there is a casualty risk in the current situation. It is also accepted that there may have been damage only incidents in Bowes Road. However there is no record of damage only accidents, as there is no legal obligation to report these to the Police. The Police record all road traffic collisions resulting in an injury, and their database is available to compare different sites, and to make priority decisions for road safety investment.

There are over 4,000 road traffic collisions resulting in an injury every year on Surrey's roads, so when prioritising road safety investment we have a clear moral obligation to prioritise sites with high frequencies of injuries ahead of sites with low frequencies. Bowes Road has a very low frequency compared to other sites in the area.

In view of the very good recent accident history, when compared to other sites elsewhere in Surrey, there is no justification for any new measures in Bowes Road at the present time, or indeed any change to the current arrangement of junctions onto Hersham Road.

There are proposed developments for this area, but the traffic impact of these developments on Bowes Road is expected to be inconsequential. Whenever a new development is proposed through the planning process, Surrey County Council is

consulted, and provides advice to the Planning Authority on the likely traffic impact, and what, if any, mitigation might be appropriate.

It is not recommended to review the current infrastructure in Bowes Road at the present time.

RECOMMENDATION

The Local Committee is asked to note the officer response.

Contact Officer:

Nick Healey, Area Highway Manager (NE)

Tel: 0300 200 1003

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)

DATE:

SUBJECT: PETITION – Nightingale Road, West Molesey, replacement trees

DIVISION: West Molesey

**PETITION DETAILS:**

A petition has been submitted requesting that there is a change to the tree planting guidelines to enable replanting of trees in Nightingale Road.

Over the last few years a number of trees in Nightingale Road, West Molesey have been cut down, culminating in the recent removal of 3 trees at the north end due to a terminal fungal infection. Whilst the residents are willing to cover the cost if other funding is not found, we find ourselves blocked by Surrey Highways tree planting guidelines. These appear to be more suited for major routes, but are being applied in a blanket manner to streets laid out with less generous proportions. The effect of this is that many of the roads in our county which currently have trees stand to lose them without any prospect of replacement, with a long term net effect of de-greening our side streets. Our request is this: We wish to see a policy (or guidelines) and approach adopted in Surrey Highways which makes every effort to provide like for like (or otherwise appropriate) replacements of trees cut down and a replacement of all trees that have been removed from Nightingale Road over the years.

Lead petitioner: Simon Matic Langford

Number of signatures submitted: 88 on 21 November

OFFICER COMMENT:

Nightingale Road is a residential road in West Molesey. It has footways on both sides of the road, but no grass verges. The trees are located in tree pits.

General guidance for tree planting is available on Surrey County Council's website here: <https://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/planting-trees-on-the-highway>

Surrey County Council welcomes tree planting in appropriate locations. Normally planting of new trees is restricted to grass verges, which are wide enough to accommodate the tree without risk of damage to the adjacent footway. A grass verge must be wider than 1m to be considered.

If there is no grass verge available, as is the case in Nightingale Road, there must be space for a tree pit of approximately 1m by 1m for any planting of new trees. The footway must be wide enough to accommodate the new tree pit without creating an obstruction for pedestrians.

For two double buggies or two wheel chairs to pass comfortably, a width of 1.6m is needed. A kerb is 0.1m wide. What this means in practice is that any footway narrower than 2.7m (1m + 1.6m + 0.1m) is too narrow to accommodate new tree pits

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for planting of new trees.

The footways in Nightingale Road vary between 1.92m and 2.10m, and are therefore too narrow to accommodate the necessary tree pits for new tree planting.

RECOMMENDATION

The Local Committee is asked to note the officer response.

Contact Officer:

Nick Healey, Area Highway Manager (NE)

Tel: 0300 200 1003

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)

DATE: 4 December 2017

SUBJECT: PETITION – A309 roundabout near Hinchley Wood Primary School, road safety

DIVISION: Hinchley Wood, Claygate and Oxshott

**PETITION DETAILS:**

The following petition has been received, with 183 signatories:

Make the A309 roundabout near Hinchley Wood Primary School safe for children

The crossing of the A309 roundabout near Hinchley Wood Primary School (crossing Claygate Lane) is not safe for the hundreds of children using it twice a day to go to school and nursery. Arriving from London, the speed limit is 50mph until very close to the traffic light, where it becomes 40mph. Cars regularly drive at over 60mph in this area. This results in cars often driving through a red signal, and near-accidents involving children starting to cross when the pedestrian signal is green. This is the death of school child in waiting. For the safety of the many children, we ask to:

- 1- Reduce speed to 40mph earlier.
- 2- Reduce speed to 30mph or 20mph near the crossing (this is a built-up area filled with families with small children and should thus NOT be 40mph).
- 3- Place a triangle road sign to inform ahead of the crossing that this is a children crossing area.
- 4- Place a visible and active speed enforcement camera (e.g. yellow box)

Lead petitioners: Joshwa Joseph & Mathilde Bresson-Joseph

OFFICER COMMENT:**General – how Surrey County Council monitors road safety and prioritises and promotes safety schemes**

The council currently receives funding to be used specifically to reduce road casualties. In partnership with Surrey Police road collisions are monitored across the county. There are thousands of road traffic collisions every year that result in an injury, the vast majority of which are caused by human error. We focus our road safety resources on those sites where there are patterns of casualties, because we can then be reasonably confident of identifying whether an engineering intervention might help reduce the frequency of casualties at a particular site. We then prioritise investment in those sites with the highest frequency of casualties, where we believe an engineering intervention would be beneficial. Given the number of existing sites where there are patterns of casualties, when considering investment in road safety we are obliged to prioritise those sites with the greatest frequency of casualties, ahead of those sites with a lesser frequency of casualties. It is fortunate that this location does not have a recent history of collisions causing injury where a pattern and potential solution can be identified, but it does mean that specific road safety funding could not be justified when compared with other locations.

As well as schemes to specifically address problems evidenced by a history of injuries, Surrey County Council does introduce other local highways improvement schemes. For example, these may be to improve traffic flow, relieve congestion, provide or improve facilities such as pedestrian crossings, or to address locations where residents have highlighted areas of concern. These are the types of schemes promoted via the local committee, with consideration of all schemes and available funding.

Road safety

Surrey Police shares data on collisions where an injury has been recorded. At this location, the available data shows there has been one collision in the five year period to July 2017. This involved a motorcyclist hitting the back of a car leading to slight injury to the motorcyclist.

The signalised crossing on the westbound carriageway has additional high level signal heads on both sides of the westbound carriageway to ensure the signals can be seen from a greater distance. There is also high friction road surfacing to reduce both skidding and vehicle stopping distances on the approach to the crossing. Just after the speed limit change there is an electronic vehicle-activated sign that will illuminate to remind drivers of the 40 mph speed limit if they are approaching too quickly. This demonstrates that this location already benefits from a number of safety measures.

Collision data may be viewed on the publicly-accessible website Crash Map.

<http://www.crashmap.co.uk/>

Pedestrian users of the crossing are reminded that they should not rely solely on the pedestrian signals and that rule 18 of the Highway Code states "When using any type of crossing you should always check that the traffic has stopped before you start to cross or push a pram onto a crossing".

In terms of safety for children travelling to school, Surrey's Safer Travel Team work with schools to improve education and lead the process to assess road safety to and from schools. Assessments have recently been undertaken for Hinchley Wood School and Hinchley Wood Primary School. These recommendations were presented to Elmbridge Local Committee who agreed to support a bid for funding to provide improvement works in the vicinity of the schools. Following a successful bid, funding was allocated for works to improve pedestrian and cyclist facilities. The design of these works is currently in progress.

Surrey's Safer Travel Team also work with schools to assist with School Travel Plans and deliver safety education initiatives. Both Hinchley Wood School and Hinchley Wood Primary School are very active in promoting safety education and sustainable travel initiatives.

Further information on school road safety is available at:

<https://www.surreycc.gov.uk/roads-and-transport/road-safety/school-road-safety>

<http://www.drivesmartsurrey.org.uk/i-would-like-to-know-more-about/>

Speed Limit

The petition asks:

- 1- Reduce speed to 40mph earlier
- 2- Reduce speed to 30mph or 20mph near the crossing

The existing speed limit changes from 50mph to 40mph approximately 130 metres east of the access to Hengest Avenue. Changing a speed limit requires the making of a legal Traffic Regulation Order (TRO). Police support is essential to effectiveness, as the police are responsible for traffic enforcement. In this instance, an assessment of the speed limit would need to be in accordance with Surrey's Speed Limit Policy which aligns with the approaches of the Department for Transport and Surrey Police.

A speed limit assessment is likely to conclude that 50mph leading to 40mph are suitable limits for the road, which is a bypass and dual carriageway separated by a central strip with safety barriers, with wide verges and few direct accesses from the road. That is not to say that 40mph will always be a suitable speed of travel, depending on road conditions and levels of traffic. As well as being the legal limit, speed limits are a key source of information to road users, particularly as an indicator of the nature and risks posed by that road both to themselves and to all other road users.

The setting of a suitable speed limit aims to ensure that the majority of drivers will naturally drive at the appropriate speed. National guidance and Surrey County Council's policy highlights that changing a speed limit by signs alone has been demonstrated to have very little effect on driver behaviour and in order to achieve compliance of a lower limit, significant traffic calming measures would be required. Physical traffic calming would not be appropriate for the A309 Kingston Bypass which is an A-Road and a significant strategic route. Restrictions would divert traffic onto less suitable routes.

For the above reasons, it is not recommended that the speed limit be reviewed at the current time.

Road signs

The petition asks:

- 3- Place a triangle road sign to inform ahead of the crossing that this is a children crossing area

In terms of road signs, Surrey County Council is currently carrying out a programme of decluttering in line with Department for Transport (DfT) guidelines. DfT guidance on reducing clutter advises that the over-provision of signs and markings can have a detrimental impact on the environment and can dilute more important messages if they result in information overload. This aims to ensure that road users are not distracted from important information.

Warning signs in advance of a formal crossing point are generally provided where the visibility on approach is compromised, for example where there is a bend in the road, crest of a hill or another feature affecting visibility. At this location there are advanced warning signs immediately to the west of the roundabout, to warn eastbound drivers of the crossing 80 yards ahead. The westbound approach to the

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crossing is on a straight alignment with good visibility. The electronic vehicle-activated sign will illuminate to remind drivers of the 40 mph speed limit if they are approaching too quickly.

For the above reasons, it is not recommended that additional signs be provided at the current time.

Enforcement

The petition asks:

4- Place a visible and active speed enforcement camera (e.g. yellow box)

Within Surrey fixed safety enforcement cameras are reserved for the very worst collision hotspots where there has been a serious history of collisions causing injury, and where speeds have been measured and confirmed as being excessive. This ensures that enforcement is prioritised at the sites that need the most attention, and helps maintain public support for safety cameras to improve road safety. Consequently there are no plans to introduce camera enforcement at this site.

Speeding and failure to comply with the traffic signals are essentially police enforcement issues as these are criminal offences, for which the police is the sole highway enforcement agency. The concerns have been raised to Surrey Police for consideration in their enforcement duties. Residents can of course make their own representations. Residents may be interested in the Drive Smart initiative, which has the aims of reducing road casualties, tackling anti-social driving and making the county's roads safer and less stressful for everyone. The below websites include information on reporting concerns, enforcement, education and Community Speed Watch initiatives.

<http://www.drivesmartsurrey.org.uk/i-am-worried-about-the-safety/>

<http://www.surrey.police.uk/contact-us/report-online/report-anti-social-behaviour-and-driving/>

RECOMMENDATION

The Local Committee is asked to note the issues raised by the petition and the officer response.

Contact Officer:

Peter Shimadry, Senior Traffic Engineer (NE)

Tel: 0300 200 1003

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)

DATE: 4TH DECEMBER 2017

**SUBJECT: PETITION TO IMPROVE ROAD SAFETY ON HARE LANE,
CLAYGATE**

DIVISION: OXSHOTT, HINCHLEY WOOD AND CLAYGATE



PETITION DETAILS:

A petition has been received which reads as follows:

We, the undersigned, petition that Surrey County Council (SCC) takes action to reduce the speed of traffic and improve safety for road and footpath users on Hare Lane in Claygate. We believe that SCC must take action to protect local residents, road users and the environment.

Hare Lane is the main artery through Claygate. It is used by a significant amount of local and non-local traffic. It is very narrow and struggles to cope with the large volume of traffic at peak times. Speeds are often in excess of the current 30 mph speed limit. During rare, quieter periods, cars travel at even greater speeds. Aside from the fact that a large proportion of vehicles using the road disregard the speed limit, we believe that the current limit of 30 mph is too high for this stretch of road and that it should be reduced to 20 mph.

Hare Lane is narrow and winding at its western end, with a narrow pavement (sufficient for only one pedestrian) on one side of the road. Vehicles pass very close to pedestrians who are in danger of being hit by wing mirrors – we have testimony from a number of pedestrians who have been hit by mirrors. Large vehicles struggle to pass each other and have been witnessed mounting the pavement for some distance. Cyclists are in great danger and create a hazard to themselves and vehicles trying to pass them. Vehicles frequently take the risk of passing cyclists as they approach blind corners, passing so close that they are in danger of hitting the cyclist. Residents on the opposite side have no footpath fronting their properties and face a perilous exit from their driveways and great danger crossing the road. The single footpath is used by commuters, employees of local businesses, local residents and many school children, some of whom are very young and accompanied by an adult with a pushchair which is only just accommodated by the pavement. The junction with Loseberry Road is particularly hazardous. Vehicles, horses, cyclists and pedestrians joining Hare Lane from Loseberry Road have no line of sight due to the curvature of the road.

Action is needed.

We demand that the Council:

- (i) Reduces the speed limit to 20 mph (at least between The Swan and the railway bridge)
- (ii) Introduces traffic calming measures, for example speed tables, i.e. raising the level of the road, at the entrance to Claygate and at the junction with Loseberry Road.

The petition has been signed by 75 signatories, including representatives of 25 households in Hare Lane itself. Supporting information has been provided by the petitioners, and is included in Annexes A and B.

Lead petitioner: Lucy Wright

www.surreycc.gov.uk/elmbridge

OFFICER COMMENT:

The C158 Hare Lane is the main road through Claygate. It is approximately 1,200m long and connects with Milbourne Lane at its north-western end and High Street at its south-eastern end. There are over 150 residential dwellings that front onto Hare Lane. The environment from the drivers' point of view is urban / suburban in places where there is relatively dense frontage development, and semi-rural in others places where there is frontage development on one side of the road, and a near continuous vegetation screen on the other. The geometry of Hare Lane is narrow and twisting in places. The footways vary in width, sometimes on one side of the road and sometimes on both sides.

The speed limit in Hare Lane is currently 30mph. The petition alleges that drivers are exceeding the 30mph speed limit on a regular basis. The petitioners are encouraged to raise this specific concern with Surrey Police, as Surrey Police are the sole agency with powers to take enforcement action against drivers who exceed the speed limit. Surrey County Council does not have up to date traffic survey data for Hare Lane, and so officers cannot offer specific comments on traffic speeds.

There have been nine injury accidents in Hare Lane in the past three year period for which data is available, with four of these at the junction with Foley Road.

The recently published Esher Transport Study survey results suggest that a significant proportion of traffic in Claygate at peak times is through traffic avoiding the congestion in Esher Town Centre. Committee has agreed to develop a scheme to update and optimise the system that coordinates the traffic signals with the objective of reducing congestion in Esher, which it is hoped would have the result of reducing the desirability of Claygate as a through route compared to Esher. The earliest the scheme in Esher could be delivered would be 2019-20.

In deciding how to respond to the petition, Committee should consider two questions:

- 1) Is it feasible to reduce the speed limit in Hare Lane?
- 2) Is it a high priority at the present time?

There are two ways to reduce a speed limit to 20mph: by means of a *20mph limit* or by means of a *20mph zone*.

A *20mph limit* is indicated by terminal and repeater signs, making them very economical to introduce. However a *20mph limit* may only be introduced where traffic speeds are already low enough to be commensurate with a 20mph speed limit. The anecdotal evidence provided with the petition suggests that traffic speeds in Hare Lane are too high to introduce a *20mph limit*.

A *20mph zone* is indicated by terminal signs, and includes traffic calming features at regular intervals to ensure that traffic speeds are low enough to be commensurate with a 20mph speed limit. This makes *20mph zones* very expensive. The anecdotal evidence provided with the petition suggests that a *20mph zone* would be needed to reduce the speed limit to 20mph in Hare Lane. The cost of a *20mph zone* would be in the range £300,000 to £500,000, as a road table or similar feature would be needed every 60m to 100m.

Traffic calming of this sort is not universally popular due to concerns about noise and vibration, and may only be introduced following consultation with residents. Committee will remember that following consultation with residents of Aston Road and The Avenue, traffic calming in these roads was removed when these roads were resurfaced.

In terms of priority, there are a number of factors to consider – including the casualty history of the road, the nature of the road, the use of the road by different road users, and the quality of life for the residents.

Although there have been nine injury accidents in the past three year period, no assessment has been undertaken as to whether speed was a contributory factor in these incidents, or indeed whether they might have been prevented if a *20mph zone* had been in place. That said, there is a well-documented statistical relationship that suggests that even for incremental reductions in traffic speeds, the likelihood and severity of road traffic collisions may be reduced.

The nature of the road is not particularly well suited to its use by road users. Pedestrian provision is very poor in places; the narrow twisting geometry is not well suited for high volumes of traffic.

The quality of life consideration is well answered in the supplementary information provided by petitioners in Annexes A and B.

If Committee were minded to take this matter forwards, noting the likely cost of the solution suggested by the petitioners, the next step would be to commission a speed assessment. A speed assessment would include traffic surveys to understand traffic speeds in different locations, and assess the frequency of traffic calming features that would be needed to lower traffic speeds sufficiently to introduce a *20mph zone*. As part of this assessment we would also consult Surrey Police. Consideration would also need to be given to any diversionary routes through Claygate that drivers might choose in preference to Hare Lane, for example Oaken Lane and The Avenue. A speed assessment would cost in the range £3,000 to £5,000, and would need to be funded from the parking surplus.

Committee should note that Claygate Parish Council receives a proportion of CIL payments from developments within Claygate, and may have funding to contribute to a speed assessment, or indeed the implementation of a scheme should one prove feasible.

RECOMMENDATION

The Local Committee is asked to:

- (i) Decide whether to commission a speed assessment funded from the parking surplus, bearing in mind the likely cost of the solution suggested by the petitioners.

Contact Officer:

Nick Healey, Area Highways Manager

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Hare Lane Traffic Petition



Photo 1. Sight line for pedestrian attempting to exit from 37 Hare Lane (note absence of footpath), shorter still in a car



Photo 2. Sight line for pedestrian attempting to exit from 37 Hare Lane (note absence of footpath), shorter still in a car



Hare Lane Traffic Petition



Photo 3.

Sight line at Loseberry Road/ Hare Lane junction (taken as pedestrian, shorter still when in a vehicle)



Photo 4.

Curvature of road viewed as pedestrian from outside telephone exchange (i.e. vegetation on road frontage at Loseberry Road/Hare Lane junction is not the obstructing issue for exit onto Hare Lane).

Hare Lane Traffic Petition



Photo 5. Sight line for a pedestrian attempting to cross from bus stop/ north side to south side of Hare Lane



Photo 6. Pedestrian sight line eastbound when attempting to cross from north to south side of Hare Lane



Hare Lane Traffic Petition



Photo 7. Exit from 23 Hare Lane (line of sight as a pedestrian, shorter still in a car)



Photo 8. Pedestrian line of sight when attempting to cross from south side of Hare Lane to 23 Hare Lane



Hare Lane Traffic Petition

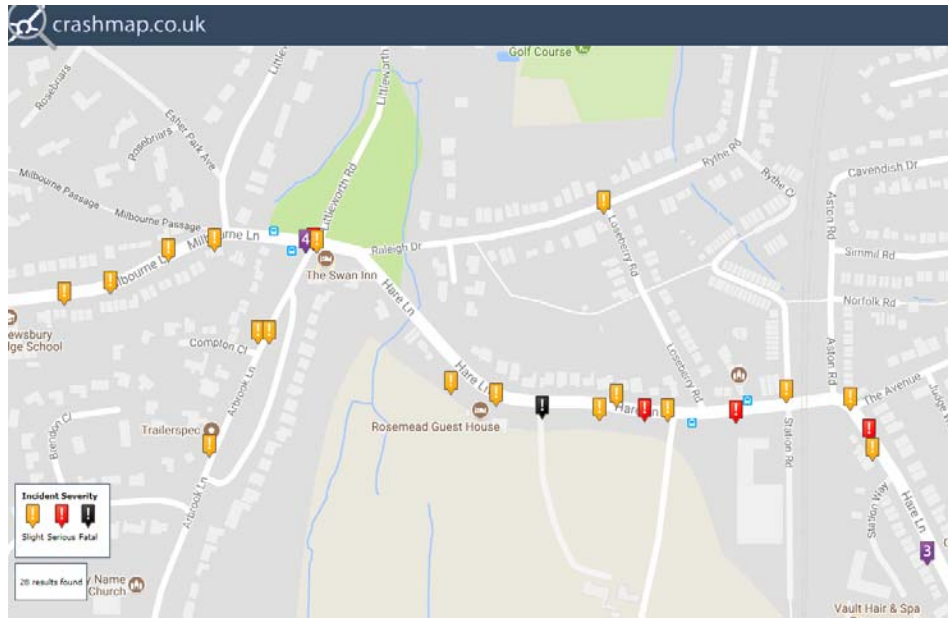


Photo 9.

Crash Map extract obtained November 2017 (note one fatal incident). Note also that Department for Transport Guidance on Setting Local Speed Limits 01/2013 notes that accident history is only **ONE** factor. Other factors are listed in the DfT guidance (para 30) and para 32 says *'the needs of vulnerable road users must be fully taken into account'*.

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PETITION TO IMPROVE ROAD SAFETY ON HARE LANE, CLAYGATE**SUPPORTING TESTIMONIES****From Hare Lane/Loseberry Road residents- Blind Junction**

Many residents of Loseberry Road who have signed the petition have commented on the daily dangers of coming out of Loseberry Road onto Hare Lane. They are often abused by drivers travelling eastbound along Hare Lane and testify that turning right onto Hare Lane from Loseberry Road is just not possible. One resident reported an incident when pulling onto Hare Lane from Loseberry Road, in which a car travelling on Hare Lane overtook the Loseberry Road resident on the wrong side of the road, towards the railway bridge (a distance of only 80m between the junction and the railway bridge, also a sharp, blind corner).

Another incident was observed involving a car overtaking another car, both travelling westwards outside the telephone exchange, this caused the overtaking vehicle to travel along the wrong side of the road past the Loseberry Road junction and past the driveway entrance to a house itself round the blind corner (refer to photographs) and from which a 3 year old and his father had only just crossed the road to the only pavement on the south side of the road.

From residents of Hare Lane

Residents have immense difficulty coming out of their driveways onto Hare Lane. It is very hard to see approaching traffic. Many residents have reconfigured their driveways to improve lines of sight but this can provide only minimal help on an inherent blind bend. Residents are often gestured at, or on the receiving end of an aggressive use of the car horn when both trying to exit and even enter their properties by car. Vehicles on Hare Lane rarely considerately stop to allow residents in or out, but instead choose to swerve round the resident's vehicle towards oncoming traffic.

The resident at no. 23 (refer to photograph that shows sight lines) reported that in attempting to pull out of her driveway, a motorcyclist came round the blind corner too fast and did not have time to break. This resulted in the motorbike crashing into her car.

Residents have to use all their senses, sight and hearing (by winding down windows) to identify approaching traffic. An increase in the number of silent electric cars will make matters worse with time as there will be no engine noise to warn of approaching cars.

Hermes couriers report significant difficulty in pulling out of Loseberry Manor driveway, given the absence of visibility for traffic approaching from the east.

From Cyclists

Many cyclists have told us that they are astounded at the numbers of vehicles which pass them on the approach to a blind bend. With no obstructions (e.g. parked cars) motorists will overtake cyclists with limited line of sight and in many cases reported, have then cut up the cyclist as something approaches from the other direction.

From pedestrians

Pedestrians walking along narrow path between The Swan and the railway bridge are in danger of being struck by wing mirrors of passing vehicles. We know of several incidents where commuters/residents have been struck by wing mirrors but the drivers have failed to stop. Large vehicles struggle to pass each

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other and have even been observed, mounting the pavement. The K3 bus has previously knocked down a lamppost on the opposite side of the road, by trying to manoeuvre around a refuse vehicle.

A number of parents from Esher Church School and Shrewbury Lodge have supported the petition, stating that if the road was safer they would walk but instead choose to drive; exacerbating congestion and parking issues in Milbourne Lane.

Benefits of 20mph

Given the above, we would like the Council to consider the **key** benefits that we see in applying a 20mph zone to this section of Hare Lane, namely:

1. Improve the road environment and road safety for **all** road users, especially vulnerable users as well as residents (cross ref para 32 of Department of Transport – Setting Speed Limits guidance 01/2013)
2. Moderate traffic speeds and flow to allow **all** road users to react
3. Encourage many more pedestrians, cyclists, horseriders and school children walking (cross reference Surrey Sustainable Schools policy and Surrey Setting Local Speed Limits July 2014 ‘modal shift’ page 3)
4. Discourage the use of Claygate as a ‘rat-run’ (cross ref. Claygate Parish Council remit, Surrey Setting Local Speed Limits July 2014 ‘modal shift’ page 3)

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)



SURREY

DATE: 4TH DECEMBER 2017

LEAD OFFICER: NICK HEALEY, AREA HIGHWAY MANAGER (NE)

SUBJECT: A245 STOKE ROAD – SPEED LIMIT

DIVISION: COBHAM

SUMMARY OF ISSUE:

This report summarises the outcome of the speed assessment for Stoke Road, for the lowering of the speed limit from 40mph to 30mph, which was reported to Committee in September 2014.

In 2014, the speed limit was lowered from 40mph to 30mph. Extensive utility works on Stoke Road have delayed assessment of the effects of the change in speed limit. In 2017 surveys have shown that traffic speeds have increased, potentially increasing the likelihood of traffic collisions occurring, and potentially worsening the consequences of traffic collisions that do occur.

Following the assessment, in accordance with Surrey's speed limit policy, it is recommended, either that the speed limit be reinstated to 40mph, or that Committee commissions the development and implementation of suitable engineering measures to manage traffic speeds.

RECOMMENDATIONS:

The Local Committee (Elmbridge) is asked to:

- (i) Authorise the advertising of a Traffic Regulation Order to reinstate the 40mph speed limit that was in force up to 2014; **AND**
- (ii) Authorise the Area Team Manager, in consultation with the Chairman, Vice Chairman and Divisional Member to advertise the necessary legal notices, consider any objections, and if appropriate to confirm the changes, and that these changes be commissioned no later than the next Financial Year 2018-19, with funding allocated from the original CIL contribution and the parking surplus;
OR
- (iii) Set aside funding from the original CIL contribution and the parking surplus to investigate measures to reduce traffic speeds and report possible options back to Committee for review; **AND**
- (iv) Should viable measures be identified, identify appropriate funding and implement such measures and monitor the effects on vehicle speeds in line with Surrey's policy 'Setting Local Speed Limits'.

REASONS FOR RECOMMENDATIONS:

Recommendations have been made based on Surrey's policy 'Setting Local Speed Limits', in consultation with Surrey Police's Road Safety and Traffic Management Team.

1. INTRODUCTION AND BACKGROUND:

- 1.1 In September 2014, following petitions by local residents, Elmbridge Local Committee agreed to implement a new 30mph speed limit on Stoke Road. The process followed the council's speed limit policy, which at the time had only recently been adopted in June 2014. The June 2014 policy is consistent with the approach to speed enforcement by Surrey Police and also Department for Transport guidance. Committee had previously considered reducing the speed limit under the previous policy.
- 1.2 Surrey Police support the Council's current policy and did not object to the proposal to reduce the speed limit. The setting of a suitable speed limit aims to ensure that the majority of drivers will naturally drive at the appropriate speed. This enables the police to target drivers that are deliberately driving at inappropriate speeds.
- 1.3 The change in speed limit was advertised and then implemented. The assessment process includes the monitoring and analysis of the speeds following the lowering of the speed limit. Until earlier this year it had not been possible to obtain representative data, due to the extensive roadworks. However, surveys on Stoke Road were undertaken in 2017.
- 1.4 In consultation with Surrey Police the impact of the lower speed limit was reviewed, in line with the speed limit policy. This involved speed surveys at consistent locations along the route, to enable comparisons of speeds before and after the change in speed limit.

2. ANALYSIS:

- 2.1 Speed data has been collected, using automatic traffic counters, as follows:
 - 'Before' speed data in March 2014
 - 'After' speed data in March/April 2017
 - Additional 'after' speed data in September 2017
- 2.2 Additional locations were surveyed in 2017, compared to 2014, in order to provide further information along Stoke Road.
- 2.3 Two electronic vehicle-activated signs (VASs) were installed in June 2017 in response to residents' requests. One sign faces eastbound traffic, located close to the junction with Brook Farm Road; the other faces westbound traffic, located close to the junction with Oak Road.
- 2.4 The before and after speed data is shown in Table 1 below, and also on the drawing shown in Annex A.

Ref.	Location	Date	Mean speed (mph)	
			Eastbound	Westbound
1	West of Pipers Close (lighting column No. 15)	2014	32.6	33.0
		March 2017	34.5	34.5
		Sept 2017	33.4	33.7
2	Between Oxshott Way and Fairmile Lane (lighting column No. 27)	2014	31.6	31.5
		March 2017	31.1	32.1
		Sept 2017	30.4	31.9
3	East of Chelsea training ground; 40mph section (equestrian warning sign)	2014	29.1	31.1
		March 2017	35.0	34.7
		Sept 2017	39.3	33.7
4	Tilt Common (on lighting column)	2014	Not measured	Not measured
		March 2017	32.5	32.4
		Sept 2017	32.5	31.5
5	Between Aspen Close and Vincent Road (on junction warning sign)	2014	Not measured	Not measured
		March 2017	29.9	30.5
		Sept 2017	30.4	31.2

Table 1 – speed survey data

- 2.5 The survey data shows that the mean speeds have increased, when comparing 2014 speeds with 2017 speeds. The exception to this is the measured eastbound speed between Oxshott Way and Fairmile Lane (location reference 2 in Table 1 and Annex A). Following the introducing the VASs eastbound speeds in Location 1 have reduced by approximately 1mph (March versus Sept 2017); westbound speeds in Location 1 have reduced by less than 1mph. In Location 2 Eastbound speeds have reduced by less than 1mph following the introduction of the VASs; westbound speeds at Location 2 have not significantly changed.
- 2.6 There is a well-documented statistical relationship that suggests that even an incremental increase in traffic speeds increases the likelihood and severity of casualties. Therefore the outcome of reducing the speed limit in Stoke Road has been a potential increase in the likelihood of traffic collisions occurring, and a potential worsening of the consequences of traffic collisions that do occur.
- 2.7 It may seem counter intuitive that a reduction in speed limit should result in an increase in traffic speeds. Experience suggests that the posted speed limit is only one of a number of factors that determines drivers' choice of speed. Speed limits are most effective when they coincide, from the drivers' point of view, with the environment the driver perceives. In the case of Stoke Road, the environment is semi-rural, with houses set back from the carriageway and generally concealed by vegetation; the traffic survey evidence suggests that this environment does not match drivers' expectations of what is an appropriate speed. Drivers generally expect to

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drive at 30mph in a busy town centre environment, but not in semi-rural locations.

- 2.8 Surrey County Council has recent experience in two similar semi-rural locations – Charlton Lane in Shepperton and Chantilly Way in West Ewell. At both these sites the speed limit was *increased* from 30mph to 40mph, and as a result mean traffic speeds *reduced*. In both these other cases, the traffic survey evidence suggests that the previous 30mph limits did not match the environment perceived by the driver, but that the new 40mph limits did match the environment, resulting in an improved level of compliance. Details of these projects have been published in reports to the Spelthorne Joint Committee and Epsom & Ewell Local Committee respectively.
- 2.9 The evidence suggests that within the extent of the new 30mph speed limit in Stoke Road, there is now a mismatch between the new 30mph speed limit, and drivers' perception of the environment. Generally speaking the level of compliance with a speed limit worsens where such a mismatch exists – this is seen in the results above.
- 2.10 There has been a marked increase in traffic speeds in the 40mph section to the east of the Chelsea training ground, especially for eastbound traffic leaving the new 30mph section. This suggests that the mismatch between the new 30mph speed limit and the environment may have resulted in a general disregard for speed limits in this area.
- 2.11 There is no evidence to suggest any change in the frequency or severity of collisions to date. Committee is reminded that there was no pattern of speed-related collisions prior to the change in speed limit. Committee should note that with the utility works following the change of speed limit in 2014 there has not been very much “normal” time to be able to observe a change in collision patterns.
- 2.12 Surrey Police have been involved with this project since its inception, and were invited to comment on the results of the speed surveys. Surrey Police's comments are presented in Annex B. In summary Surrey Police cannot support the continued implementation of a 30mph speed limit at the subject location.
- 2.13 In the context of the Council's police for setting local speed limits, the reduction in speed limit has not been successful. Therefore Committee now has two options:
- Reinststate the 40mph speed limit, or,
 - Develop and implement a scheme of engineering measures to encourage drivers to slow down.
- 2.14 In either scenario, traffic speeds would need to be surveyed following the change to ensure that traffic speeds are in keeping with the 40mph or 30mph speed limit.
- 2.15 The change of speed limit in Stoke Road from 40mph to 30mph was one of the first changes to be made under the Council's current policy for setting speed limits, which was adopted in June 2014. The current policy allowed for the speed limit to be reduced by simply changing the signs; under the

previous policy for setting speed limits, Committee had been unable to reduce the speed limit without first implementing engineering measures to reduce traffic speeds.

- 2.16 Therefore in the context of the previous speed limit policy a number of engineer options were considered with the objective of reducing traffic speeds, including road humps, traffic islands, roundabouts, and changes to the geometry. If Committee were minded to keep the 30mph limit, the next stage would be to review these options and implement engineering measures to encourage drivers to slow down. The costs for the options considered at the time would be in the range £50,000 to £250,000, depending on the combination of options implemented. The original feasibility report and associated drawings are available on request. It would cost approximately £5,000 to review the previous options, and complete the detailed design for a scheme of new engineering measures.
- 2.17 The cost of reinstating the 40mph limit is estimated to be £5,000.
- 2.18 The implementation of the 30mph limit was funded from a CIL contribution from Elmbridge Borough Council. There is approximately £3,000 left from this CIL contribution.

3. OPTIONS:

- 3.1 Committee has two options:
- Reinstatement the 40mph speed limit, or,
 - Develop and implement a scheme of engineering measures to encourage drivers to slow down.
- 3.2 In either scenario, traffic speeds would need to be surveyed following the change to ensure that traffic speeds are in keeping with the 40mph or 30mph speed limit.

4. CONSULTATIONS:

- 4.1 In the development of this project officers have worked in partnership Surrey Police, and have consulted the Divisional Member at key stages.

5. FINANCIAL IMPLICATIONS:

- 5.1 The costs of the two options available to Committee are detailed in section 2 above.
- 5.2 If Committee chose to reinstate the 40mph speed limit, funding would need to be allocated from the parking surplus to be able to complete the reinstatement.
- 5.2 If Committee chose to develop and implement a scheme of engineering measures to encourage drivers to slow down, funding would need to be allocated from the parking surplus to identify a preferred scheme and

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complete the detailed design. Further funding would need to be identified to implement the scheme.

6. WIDER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Setting speed limits that are respected by the majority of drivers can contribute to the Police's ability to gather intelligence relating to serious criminal activity.
Equality and Diversity	It is an objective of Surrey Highways to take account of the needs of all users of the public highway.
Localism (including community involvement and impact)	The Local Committee prioritises its expenditure according to local priorities.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

7. CONCLUSION AND RECOMMENDATIONS:

- 7.1 The reduction of the speed limit in Stoke Road from 40mph to 30mph has not been successful. Traffic speeds have increased, potentially increasing the likelihood of collisions and the consequences of any collisions.
- 7.2 Committee must choose whether to reinstate the 40mph speed limit, or to develop and implement a scheme of engineering measures to encourage drivers to slow down.

8. WHAT HAPPENS NEXT:

- 8.1 Subject to Committee's decision, officers will make preparations to reinstate the 40mph speed limit, or to develop and implement a scheme of engineering measures to encourage drivers to slow down.

Contact Officer: Nick Healey, Area Highways Manager

Consulted: Surrey Police, the Divisional Member.

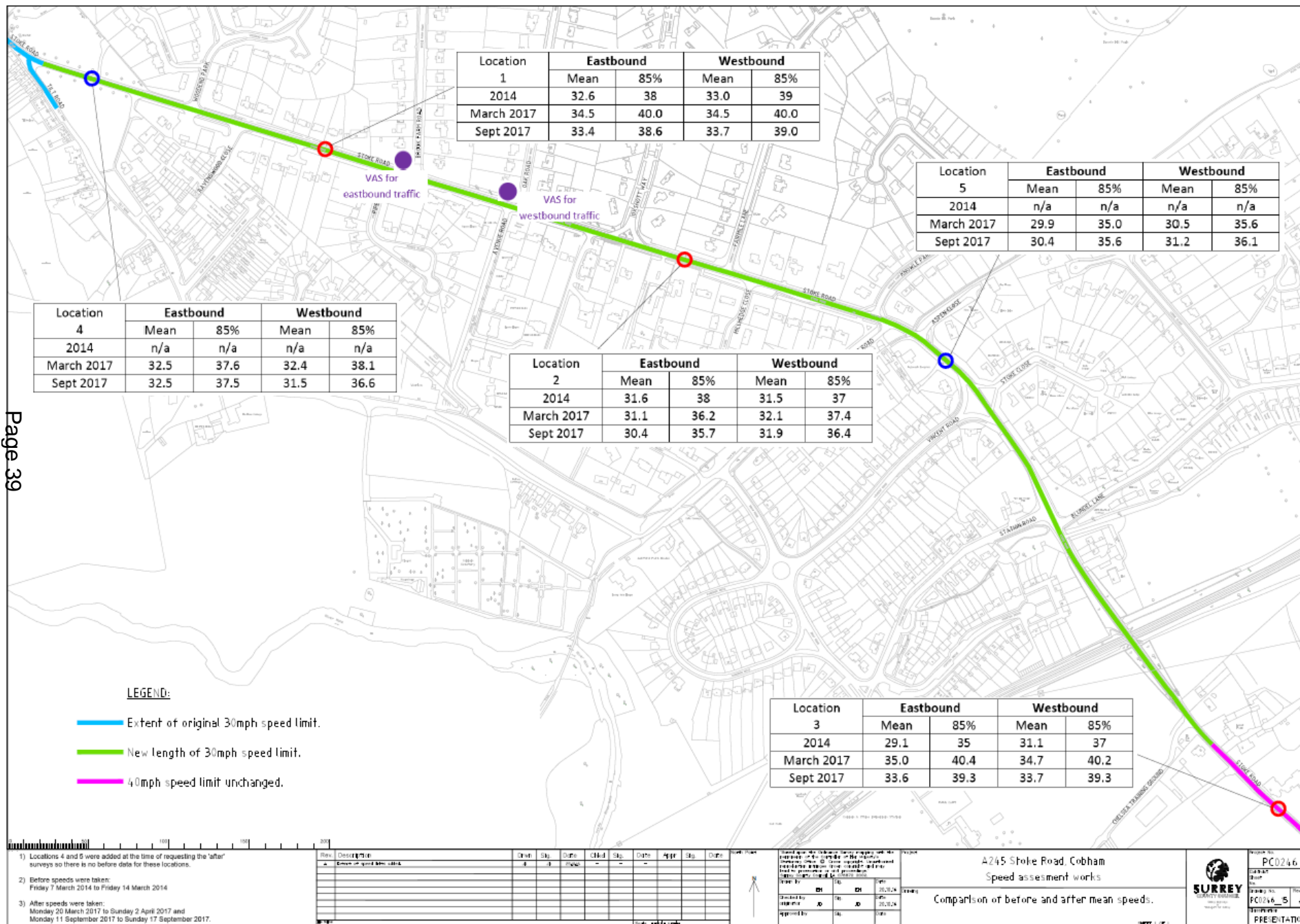
Annexes: 2

Sources/background papers:

- Previous reports to the Local Committee in September 2014, June 2011, and December 2009.
- Report to Cabinet Member in November 2012.
- Feasibility report, September 2013
- Surrey County Council's Policy "Setting Local Speed Limits", adopted in June 2014

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Stoke Road Speed Assessment – Annex A – Before and after speed survey data



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I am a Road Safety and Traffic Management officer for Surrey Police and I am authorised to respond on behalf of the Chief Constable to the results of the Speed survey on the A245 Stoke Road at Stoke D'Abernon. .

In view of the results of the survey, Surrey Police cannot support the continued implementation of a 30mph speed limit at this location.

- 1.1 Surrey Police fully support the Surrey County Council speed limit policy document "Setting local speed limits 2013" and I was consulted on its various drafts.
- 1.2 I am grateful for the provision of the speed data that has been collected at various locations along this stretch of road. I was fully consulted and I am confident that the data represents a fair reflection of the actual speeds of traffic.
- 1.3 Only sites 1 and 2, have been analysed as there appears to be no historic data for sites 4 and 5 and site 3 is within the 40mph section.

Basis of concern

Site 1

- 2.1 93,496 vehicle speeds were recorded travelling Westbound. Of these, 74,862 were exceeding the posted speed limit. **That is a non-compliance rate of 80%.** Or, in other words, only a 20% compliance level.
- 2.2 **34,928 vehicles travelling Westbound were travelling faster than the police prosecution threshold. That equates to 37.3% of the total.**
- 2.3 98,085 vehicles were recorded travelling Eastbound. Of these, 77,650 were exceeding the posted speed limit. **That is a non-compliance rate of 79.1%.** Or, in other words, only a 20.9% compliance level.
- 2.4 **35,548 vehicles travelling Eastbound were travelling faster than the police prosecution threshold. That equates to 36.2% of the total.**
- 2.5 The average speeds have risen by around 2 mph in each direction. The DfT equate a 1mph rise in average speeds to a 5% increase in the risk of collisions. **This increase therefore equates to a 10% rise in that possibility. This is wholly unacceptable.**
- 2.6 I am also concerned that the differential in speed between those vehicles travelling at a compliant speed and those who are exceeding the limit, is becoming greater. This may well impact upon the extent of injuries sustained in any collision.
- 2.7 Based on these vehicle speeds I am forced to conclude that the speed limit reduction at this location has been a failure and, over time will directly lead to an increase in

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collisions and an additional demand for police resources. This situation has been entirely created by the reduction of the speed limit.

Site 2

- 3.1 93,788 vehicle speeds were recorded travelling Westbound. Of these, **56,831 were exceeding the posted speed limit. That is a non-compliance rate of 60.5%**. Or, in other words, only around a 40% compliance level.
- 3.2 **17,934 vehicles travelling Westbound were travelling faster than the police prosecution threshold. That equates to 19.1% of the total.**
- 3.3 98,367 vehicles were recorded travelling eastbound. Of these, 49,778 were exceeding the posted speed limit. **That is a non-compliance rate of 50.6%**. Or, in other words, only a 49.4% compliance level.
- 3.4 **14,538 vehicles travelling eastbound were travelling faster than the police prosecution threshold. That equates to 14.7% of the total or over 1 in 6 vehicles.**
- 3.5 Based on these vehicle speeds I am forced to conclude that the speed limit reduction at this location has been a failure and, over time will directly lead to an increase in collisions and an additional demand for police resources. This situation has been entirely created by the reduction of the speed limit.

Other sites

- 4.1 I note with some concern the increase in average speeds by around 5mph at location 3. Whilst this is still within the 40mph posted speed limit, any increase in average speeds is unwelcome.

Observations

- 5.1 In my original letter to you I expressed concern that average speeds might rise in the absence of any repeater signs, which cannot be placed where a system of street lights exist. It appears that observation has been proven correct.
- 5.2 Various data from around the country suggests that VAS do not have a significant, long term impact on average speeds. Indeed a long term study in Kingston-on-Thames showed a reduction in averages, by only around 0.2mph. The results of the VAS at this location have been similarly disappointing.
- 5.3 No study of the speeds in the surrounding roads has been undertaken. As the terminal 30mph speed limit signs were removed from these roads, as there is now no difference in the speed limit between these roads and Stoke road, we strongly suspect that average speeds on these roads may well have increased.

Conclusion

- 6.1 None of the sites have shown a significant benefit of a reduced speed limit.
- 6.2 **None of the sites showed the expected 2mph or more reduction in average speeds, that the DfT and the Surrey County Council speed limit policy, anticipated would occur.**
- 6.3 Increases in average speed are directly related to increases in collisions and their severity. As it stands, drivers on this road are now statistically, more likely to sustain injury.

- 6.4 **As an exercise to reduce speed levels, this experiment cannot be construed as a success**
- 6.5 These results are what you would expect **before a speed limit had been reduced; not afterwards**
- 6.6 The implementation of the VAS appears to have had very little impact on the average speeds.

Unless the council are prepared to implement a significant number of speed counter measures to get compliance to a more acceptable level over the entire length of this road, then it would appear that the council have no option but to comply with their speed limit policy and return this speed limit to 40mph.

Christopher D Cannon

BSc (Hons), BSc (Open)

Dip Soc Sci (Open)

Cert HSC (Open), Cert Mngt Care (Open)

Operational Support

Road Safety and Traffic Management Team (Strategic Road network, Tandridge, Epsom and Ewell, Reigate and Banstead, Mole Valley and Elmbridge)

20/11/2017

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)



SURREY

DATE: 4TH DECEMBER 2017

LEAD OFFICER: NICK HEALEY, AREA HIGHWAY MANAGER (NE)

SUBJECT: HIGHWAYS UPDATE

DIVISION: ALL

SUMMARY OF ISSUE:

This report summarises progress with the Local Committee's programme of Highways works for the current Financial Year 2017-18.

Members are asked to work with the Area Team Manager to identify their priorities for new schemes for the 2018-19 investment programme.

RECOMMENDATIONS:**The Local Committee (Elmbridge) is asked:**

- (i) To prioritise St Mary's Road, Surbiton, for resurfacing in 2018-19, using the £38,636 that was allocated for a maintenance scheme by Committee in September 2017 from the 2018-19 capital budget (paragraph 2.1.15 refers);
- (ii) To authorise the advertisement of a traffic regulation order to permit buses, delivery vehicles and emergency services' vehicles to pass through a "gateway" that has been included in the detailed design for the next phase of the Burwood Road junction with Pleasant Place scheme, to provide a turning opportunity for these vehicles (paragraph 2.2.3 refers);
- (iii) To approve seven new ITS projects to be funded from the parking surplus allocations that are not yet fully committed (paragraphs 2.3.3 and 2.3.4 refer);
- (iv) To approve the advertisement of a traffic regulation order for a new U-turn ban in Hampton Court Way between Embercourt Road and the Ember River bridge, in both directions, and that if there are no significant objections to the traffic regulation order, that the order is made to enable the new ban to come into force as soon as possible (Section 2.8 and Annexes E and F refer);
- (v) To approve nineteen new bus stop clearways as detailed in paragraphs 2.9.1 to 2.9.4 and Annexes G and H.
- (vi) Authorise the Area Highway Manager in consultation with the Chairman, Vice Chairman, and relevant Divisional Member(s) to undertake all necessary procedures to deliver the agreed programmes.

REASONS FOR RECOMMENDATIONS:

Recommendations are made to enable the 2018-19 Highways programmes funded by the Local Committee to be decided in good time to facilitate timely delivery of those programmes.

Further recommendations have been made, to facilitate implementation of the next phase of the Burwood Road junction with Pleasant Place UTS scheme, to enable a new U-turn ban to be introduced to mitigate a pattern of casualties, and to facilitate the introduction of a number of bus stop clearways.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Surrey County Council's Local Transport Plan (LTP) aims to improve the highway network for all users. In general terms it aims to reduce congestion, improve accessibility, reduce the frequency and severity of road casualties, improve the environment, and maintain the network so that it is safe for public use.
- 1.2 The Local Committee in Elmbridge has been delegated Highways budgets to be able to contribute to the objectives set out in Surrey County Council's LTP, according to local priorities.

2. ANALYSIS:

2.1 Local Committee finance

- 2.1.1 The Local Committee in Elmbridge has been delegated Highway budgets in the current Financial Year 2017-18 as follows:
- Revenue: £40,909
 - Capital: £36,364
 - Capital overspend carried forward from 2016-17: £36,438
 - Total: £40,835
(2017-18 budget £77,273 minus 2016-17 carry forward £36,438)
- 2.1.2 The funds delegated to the Local Committee are in addition to funds allocated at a County level to cover various Highways maintenance and improvement activities, including inspection and repair of safety defects, resurfacing, structures, vegetation maintenance, and drainage.
- 2.1.3 On 2nd June 2017 the Area Highway Manager consulted with the Local Committee and agreed Highways budget allocations for the Financial Year 2017-18. These are shown in Table 1 below:

Table 1 Agreed allocation of budgets for 2017-18

Approved allocation	Amount
Street Smart	£40,000
Unallocated – these monies will be used for day to day maintenance.	£835
Total	£40,835

- 2.1.4 In addition to the regular Highways capital and revenue budgets detailed above the Elmbridge Local Committee is able to make allocations from a substantial parking surplus. A high level statement of the parking surplus is presented in Annex A. In December 2016 the Elmbridge Local Committee approved a £370,000 allocation from the parking surplus to develop its Cycling Strategy, and a range of Integrated Transport Schemes (ITS) for potential future CIL bids. Expenditure against the £370,000 allocation is summarised in Table 2 below.

Table 2 Parking surplus funded ITS programmes – financial summary

Allocation	Committed to date	Expenditure to date	Uncommitted (and therefore available for new projects)
£100,000 for cycling related schemes and projects	£89,000	£13,700	£11,000
£50,000 for pedestrian crossing schemes	£25,000	£5,000	£25,000
£50,000 for Road Safety Outside Schools schemes	£15,000	£4,800	£35,000
£20,000 for other ITS schemes	£10,000	£200	£10,000
£150,000 for potential major schemes	£150,000	£26,600	-
Total	£289,000	£50,300	£81,000

2.1.6 Officers will update Committee with progress in the delivery of its works programmes at each Committee meeting. In addition Committee Chairmen are provided with detailed monthly finance updates, which detail all the orders raised against the various budgets, as well as the works planned for each of the budgets.

2.1.7 In line with the Medium Term Financial Plan (<https://www.surreycc.gov.uk/your-council/council-tax-and-finance/medium-term-financial-plan>) that was agreed by Surrey County Council's Cabinet on 28th March 2017, the Local Committee in Elmbridge is anticipated to be delegated Highway budgets in the next Financial Year 2018-19 as follows:

- Revenue: £42,273
- Capital: £36,364
- Total: £78,636

2.1.8 At its meeting in September 2017 the Local Committee agreed Highways budget allocations for the Financial Year 2018-19. These are shown in Table 3 below:

Table 3 Agreed allocation of budgets for 2018-19

Approved allocation	Amount
Street Smart	£40,000
Local Structural Repair (LSR – smaller scale resurfacing)	£38,636
Total	£78,636

2.1.15 Officers maintain a list of possible maintenance schemes, which are listed by electoral division in Annex B. It is difficult to make an objective

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recommendation as to which scheme should be prioritised, as all the schemes listed are merit worthy to a greater or lesser extent in their context. Officers have indicated what would be the first, second and third choice schemes, and the reasons why. It is recommended to allocate the £38,636 capital for 2018-19 to resurfacing areas of St Mary's Road in Surbiton. This has had quite a high number of Safety Defects in the last twelve months, and there are also a number of depressions in this road, suggesting structural failure.

2.2 Local Committee capital works programme

2.2.1 There is no Local Committee funded capital works programme in the current Financial Year 2017-18.

2.2.2 However the Local Committee is able to promote a programme of works funded through external sources. Table 4 below details progress with these externally funded schemes. In addition the Lammas Lane speed management feasibility study, which had been funded by the Local Committee during 2016-17, is now complete – this scheme is also recorded in Table 4.

Table 4 Externally funded schemes

Location	Proposed works	Cost	Status
Danes Hill, Oxshott	New footway – feasibility study.	£27,000	Feasibility study complete. Danes Hill school have decided to move forward with detailed design for one recommended element and implementation of another. <i>Funded by Danes Hill School.</i>
Lammas Lane, Esher	Speed Management	-	Complete – officers are exploring funding options.
Stoke Road	Reduce speed limit to 30mph	£3,900	See separate report. <i>CIL funded.</i>
Burwood Road junction with Pleasant Place	Pedestrian and traffic management improvements	£34,000	Construction of road table adjacent to mini roundabout now complete. Final phase of project due to be constructed this Financial Year. See comments below. <i>Funding includes CIL contribution.</i>
Queens Road, Weybridge	Pedestrian crossing(s) feasibility study	£15,400	Complete. <i>PIC funded.</i>
Long Ditton Schools	School safety measures	£50,500	Ditton Hill Zebra Crossing due to be constructed in Q4. The detailed design for the other elements is in progress. <i>CIL funded.</i>

Location	Proposed works	Cost	Status
Total expected investment		Approximately £103,800	

2.2.3 The detailed design for the next phase of the Burwood Road junction with Pleasant Place junction scheme is nearing completion. A layout drawing has been included in Annex C. To enable buses to turn around at the end of their route, and also to provide a turning opportunity for large delivery vehicles, it is proposed to provide a “gateway” leading directly from the bus stop to the parking area, with access permitted for buses and delivery vehicles (and emergency services in case of emergency), but prohibited for all other vehicles. It is recommended to advertise the necessary traffic regulation order to permit buses and delivery vehicles (and emergency services’ vehicles) to pass through the “gateway” but prohibit all other vehicles. Other vehicles would then enter the parking area via Pleasant Place.

2.3 Local Committee revenue works programme

2.3.1 In December 2016 Committee approved a number of schemes to be funded from the Long Ditton Trust Fund. Table 5 below details progress to date with these schemes.

Table 5 Long Ditton Trust Fund works

Location	Proposed works	Cost	Status
Parking area alongside Manny’s in Fleece Road	Carriageway resurfacing	£10,000	Complete.
Planters in Fleece Road	Remove all existing vegetation, repair damage, plant with low growing shrubs and bulbs.	£3,500	Discussions ongoing with the Divisional Member with regard to weed clearance. Planter repair to follow. Planting and ongoing maintenance will need careful consideration due to the constraints of the site.
Verge maintenance in Windmill Lane	Clearance of dead trees and excessive vegetation growth.	£3,650	No progress to date.
Verge at Rectory Lane junction with Church Road	Planting of the bank verge in consultation with Elmbridge Borough Council.	£1,800	Works order raised for tree works.
Total anticipated cost		Approximately £19,950	

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2.3.2 In December 2016 Committee approved a number of schemes to be funded using an allocation from the parking surplus totalling £370,000. Table 6 below details progress to date with these schemes.

Table 6 Parking surplus funded programmes

Location	Proposed works	Cost	Status
Cycling related schemes and projects £100,000 allocated by Committee in December 2016			
Terrace Road Shopping Parade	Feasibility study and public consultation.	£5,000	Feasibility study nearing completion.
A245 Byfleet Road footway works	Clearance works and dropped kerbs following previous petition to Local Committee.	£12,000	Due to commission works to be completed in Q4.
Thames Ditton cycle parking	Installation of new cycle parking.	£10,000	Planning consent granted 7 th November 2017. Preparations being made for installation.
Automatic cycle counters (Borough wide)	New sites, approximately £1,800 per site, sites to be determined.	Up to £10,000	Permanent counters now installed on the A307 near Sandown Park and closer to the border with Kingston near the junction with St Leonards Road.
Community fund	To deliver small improvements suggested by communities such as dropped kerbs.	£10,000	On hold at request of members Cycling Task Group.
Promotion of 'code of conduct' and website	Publication of promotional materials.	£3,000	Will follow and be informed by the 'cycle survey' below.
Cycle survey	Online survey of attitudes to cycling.	£3,000	Now planned for April 2018.
Targeted cycle training / hardship fund	Subsidised cycle training.	£5,000	See 'Bikeability Plus' below.
Bike Maintenance	Training course in bicycle maintenance.	£3,000	May be incorporated into 'Bikeability Plus' below.

Location	Proposed works	Cost	Status
'Bikeability Plus' promotion in schools (replaces 'Bike-It')	Complete Bike-It programme, approximately £5,000 per school.	Up to £20,000	We are liaising with a secondary school in the Borough with the aim of building a programme of training, maintenance and events that could be a model for other secondary schools. First event is scheduled for 24 th November 2017. This is being facilitated by County cycle instructors.
Elmbridge bike hire	Feasibility study.	£3,000	Second draft report received October 2017. Next steps to be discussed at member task group when scheduled.
Manor Road North to Giggs Lane along Claygate Lane	Feasibility study.	£5,000	Feasibility study nearing completion.
Total anticipated cost		Approximately £89,000	
Pedestrian Crossing schemes £50,000 allocated by Committee in December 2016			
A307 Portsmouth Road, Esher	Feasibility study for pedestrian refuge island to improve access to bus stops near Scilly Isles	£5,000	Feasibility study in progress.
Hersham Station	Feasibility study for improved pedestrian crossing facilities	£5,000	Feasibility study in progress. Will need traffic modelling to assess potential congestion impact.
Portsmouth Road near Ditton Reach	Feasibility study for new pedestrian crossing facilities	£5,000	Feasibility study nearing completion.
Walton High Street	Feasibility study for new (or replacement) Zebra Crossing between the Heart and Boots	£5,000	Feasibility study in progress.
Between Streets by Painshill Park – near bus stops towards High Street	Feasibility study for improved pedestrian crossing facilities and safety improvements	£5,000	Feasibility study in progress.

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Location	Proposed works	Cost	Status
Total anticipated cost		Approximately £25,000	
Road Safety Outside Schools schemes £50,000 allocated by Committee in December 2016			
Hinchley Wood Schools	Feasibility study for improved pedestrian and cycle facilities, traffic management and safety measures.	£5,000	£250,000 CIL bid was approved by Elmbridge Borough Council's Cabinet on 7 th June 2017. Public consultation being prepared in consultation with the Member Task Group.
Milbourne Lane	Feasibility study to follow Road Safety Outside Schools Audit.	£5,000	Need to arrange Road Safety Outside Schools Audit.
Ashley Road/New Zealand Avenue	Feasibility study to follow Road Safety Outside Schools Audit – to include consideration of overcrowding on pedestrian crossing traffic island and footway outside school entrance	£5,000	Feasibility study nearing completion.
Total anticipated cost		Approximately £15,000	
Other schemes £20,000 allocated by Committee in December 2016			
Scilly Isles	Feasibility study for revised road to improve safety, prevent blocking and improve flow through junction	£5,000	Feasibility study in progress. Study has been extended to include the junction of Portsmouth Road with Station Road.
Bridge Road	Feasibility study for pedestrian and road safety improvements to address very narrow footways and pattern of cycling casualties.	£5,000	Feasibility study in progress.
Total anticipated cost		Approximately £10,000	

Location	Proposed works	Cost	Status
Potential major schemes £150,000 allocated by Committee in December 2016			
Esher Transport Study	Study to investigate causes and possible mitigations of congestion in and around Esher.	£100,000 Includes £50,000 CIL contribution	See comments below under section 2.6.
Brooklands Transport Study	Study to investigate causes and possible mitigations of congestion on the approaches to Brooklands.	£100,000	See comments below under section 2.6.
Total anticipated cost		Approximately £200,000	

2.3.3 Officers maintain a prioritisation list of possible Integrated Transport Schemes (ITS schemes), which are listed in Annex D. As detailed in table 6 above a number of these schemes are the subject of ongoing feasibility studies, funded from the parking surplus, with a view to submitted bids for CIL funding for implementation in due course. Committee will observe that within the allocations made from the parking surplus there are monies that are uncommitted and therefore available for new projects. It is recommended that the following new schemes from the ITS scheme prioritisation list be funded from the parking surplus, using the uncommitted monies that have already been allocated:

- Mobility improvements across Borough, e.g. dropped kerbs
- Bridge strike sites – warning and route sign improvements – highest priority sites are:
 - Hersham Road, Walton on Thames (some treatment undertaken)
 - Molesey Road, Hersham
 - Portsmouth Road, Esher (east of Scilly Isles)
- Pine Grove, Weybridge – measures to mitigate through traffic
- West Molesey tidy up and clarify existing restrictions for HGVs
- Walton Road between Esher Road and Avern Road – casualty reduction
- Station Road, Esher - improvements to streetlighting underneath railway bridge
- St Matthew's School, Downsire, Road Safety Outside Schools scheme

2.3.4 If Committee were to approve these new schemes, officers would make preparations to begin the necessary feasibility studies in the next few weeks.

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2.4 Parking – 3 year parking strategy

- 2.4.1 The works to implement the reviews in **Cobham** and **Weybridge** have been completed.
- 2.4.2 The proposals for the **Moleseys and Dittons** and **Esher, Claygate, and Hinchley Wood** were advertised on 18th August, with a closing date for comments and objections of 22nd September (a 5 week period, rather than the usual 4, because of the school holidays). All the objections are now being analysed and considered.
- 2.4.3 For **Walton and Hersham** a report went to the local committee on 14th September. Consultations are taking place in several roads about possible resident permit parking schemes, which run until 6th November, after which work will commence to prepare the advert.

Other highway related matters

2.5 Customer services

- 2.5.1 The total number of enquiries received for the nine months between January and September 2017 is 90,788, an average of 10,088 per month. This a slight reduction in the average for the first six months of 2017 which was 10,880 per month and is in line with the seasonal trend where the summer months generate less enquiries.
- 2.5.2 For Elmbridge specifically, 10,760 enquiries have been received since January of which 5,598 (52%) were directed to the local area office for action, of these 97% have been resolved. This response rate is slightly above the countywide average of 95%.
- 2.5.3 The Service is currently working to improve information on the Surrey County Council website to allow more customers to self-serve and reduce the need for them to contact us about routine matters. The recent improvement to the online reporting have seen a reduction in the number of duplicate reports received after customers have viewed defects on the map. Further developments are being implemented to improve the experience for those using mobile devices.

2.6 Major schemes

- 2.6.1 The technical design is progressing for the **Brooklands Sustainable Transport Package (STP)**. The Common Land Application has been submitted to the Secretary of State for approval of the route parallel to Heath Road. Negotiations are ongoing to obtain the various consents for the route from Brooklands to the Station, with no problems encountered to date. Further meetings with key stakeholders are planned for the end of November. Work to assemble the financial package needed to deliver the scheme is also progressing well.
- 2.6.2 Following the presentation of the results of the traffic surveys for the **Esher Transport Study** to Committee in September 2017, officers are now preparing to commission the design for a scheme to update and optimise the

system that coordinates the traffic signals, and to review whether the pedestrian facilities could be improved at key junctions.

- 2.6.3 The Local Committee appointed County Councillors Oliver, O'Reilly and Borough Councillor Harman to the **Brooklands Transport Study** Task Group. The first meeting of the Group was held on 19th October 2017, where the scope of the study was discussed and agreed. The next stage is to commission data collection, which is anticipated to include traffic surveys in early 2018.
- 2.6.4 Video surveys were undertaken to inform the development of the **Walton to Halliford Transport Study** between 7am to 7pm on Tuesday 26th September. The surveys were designed to enable classified turning counts at the two junctions with Walton Lane either side of the bridge. The video footage will also help to see the flow of traffic coming towards the bridge from Walton Bridge Road, Walton Lane (south of the river) and from the Oatlands Drive signals, including queuing lengths, on each side of the bridge. Once the data from the video surveys has been processed, officers will review the information and present it to the Member Task Group in due course.

2.7 Centrally funded maintenance

- 2.7.1 Operation Horizon reports for 2017-18 are available on the Surrey County Council website. These reports list road that are due to be treated in the current Financial Year 2017-18. Also on the same page of the Surrey County Council website are lists of roads for consideration for future Financial Years. For more information please see here: <https://www.surreycc.gov.uk/roads-and-transport/highways-information-online/horizon-highway-maintenance-investment-programme>.

2.8 Road safety

- 2.8.1 Surrey County Council's Road Safety Team, in partnership with Surrey Police through the Road Safety Working Group, are proposing a scheme to introduce a U-turn ban in Hampton Court Way, in response to a pattern of two serious and two slight casualties involving U-turning vehicles during the previous five years. Annex E shows these incidents (and others) in diagrammatic form.
- 2.8.2 Annex F shows the extent of the proposed U-turn ban – between Embercourt Road and the Ember River bridge. Formal approval is needed from the Local Committee to be able to make the necessary Traffic Regulation Order. Funding for the new U-turn ban would be provided by the Road Safety Team. The proposed new ban would be enforced by Surrey Police.
- 2.8.3 It is recommended that Committee approves the advertisement of the traffic regulation order to support the proposed U-turn ban, over the extent of Hampton Court Way shown in Annex F in both directions. If there are no significant objections to the proposed Traffic Regulation Order, it is recommended that Committee approves the making of the Order to enable the new ban to come into force as soon as possible.

2.9 Passenger Transport

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- 2.9.1 The K3 route is operated under contract by London Transport between Kingston and Esher, serving the Elmbridge Borough communities of Long Ditton, Hinchley Wood, Claygate and Esher. In recent years Surrey County Council has commenced bus stop upgrades on the K3 bus route to assist bus access to bus stops and improve passenger waiting facilities at bus stops along the route. To date seven stops have been improved in Long Ditton. These bus stops now have raised kerbing for step free access, bus cages and Local Committee approved clearway no stopping restrictions to prevent parking at or near bus stops. These improvements have been carried out by working closely with Transport for London, who operate the K3 bus service.
- 2.9.2 A further phase of improvement for the K3 route is now proposed. In this phase those bus stops already benefiting from bus cages are requested to be given bus stop clearway approval so that the bus cage road markings can be enforced. Some busy bus stops with no bus cage and with current or potential parking issues are also requested to receive approval for a bus cage and clearway road markings. It should be noted that the K3 operates from 6am in the morning to just past midnight daily, requiring all bus stop clearways to be a 24hr restriction. It is anticipated that, if Committee approves these requests, the required road markings could be programmed for early in the New Year.
- 2.9.3 Annex G sets out requests for nine bus stops on the K3 route with bus cage and clearway markings to have the clearway restriction approved and confirmed. At a further 14 bus stops, new bus stop cages and clearways are requested. Table 7 below summaries the proposed measures.

Table 7 Route K3 – Summary of Proposed Bus Stop Actions

Road	Stop Name	Direction	Bus Cage	Shelter or bench	Lay-by	Parking Pressure	Comments
Claremont Lane	Clare Hill	n/b to Esher	no cage but DYLS	No	no	school nearby	Request for cage with c/w markings and approval
Milbourne Lane	Orchard Way	e/b to Kingston	cage and c/w bar	No	yes	school nearby	Request for c/w approval
Milbourne Lane	Orchard Way	w/b to Esher	cage and c/w bar	no	yes	school nearby	Request for c/w approval
Milbourne Lane	Arbrook Lane	e/b to Kingston	no	bench	no	pub nearby	Request for cage with c/w markings and approval
Milbourne Lane	Arbrook Lane	w/b to Esher	no	no	no	pub nearby	Request for cage with c/w markings and approval
Hare Lane	Loseberry Road	e/b to Kingston	no	bench within inset	no	minor	Request for cage with c/w markings and approval

Hare Lane	Claygate Station	s/b to Kingston	cage and c/w bar	shelter	yes	local shops	Request for c/w approval
Hare Lane	Claygate Station	n/b to Esher	no	no	no	local shops	Request for cage with c/w markings and approval
Hare Lane	Dalmore Ave	w/b to Esher	cage with no c/w bar	no	yes	local shops	Request for c/w approval
St Leonard's Road	The Green	both	cage and c/w bar	bench	no	local shops	Request for c/w approval
St Leonard's Road	Red Lane	both	no	no	no	minor	Request for cage with c/w markings and approval
Common Road	Common Road	s/b	no	bench	no	resident parking	Request for cage with c/w markings and approval
The Causeway	The Causeway	both	no	no	no	minor	Request for cage with c/w markings and approval
Church Road	Recreation Ground	both	cage and c/w bar	shelter	no	yes - resident parking	Request for c/w approval
Church Road	Village Hall	both	cage and c/w bar	shelter	no	local shops	Request for c/w approval
Manor Road South	Greenways	n/b to Kingston	no	no	no	minor	Request for cage with c/w markings and approval
Manor Road South	Greenways	s/b to Esher	no	no	no	minor	Request for cage with c/w markings and approval
Manor Road South	Kingston By-pass	n/b to Kingston	no	no	no	shops and station	Request for cage with c/w markings and approval
Manor Road South	Hinchley Wood Stn	n/b to Kingston	cage and c/w bar	shelter	no	shops and station	Request for c/w approval
Manor Road South	Hinchley Wood Stn	s/b to Esher	cage and c/w bar	shelter	no	shops and station	Request for c/w approval
Manor Road South	Claygate Lane	n/b to Kingston	no	no	no	minor	Request for cage with c/w markings and approval

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Manor Road South	Claygate Lane	s/b to Esher	no cage but DYLS	no	no	school parking	Request for cage with c/w markings and approval
Manor Road South	Mayfield Close	w/b to Esher	no	no	no	resident parking	Request for cage with c/w markings and approval

2.9.3 Annex H sets out requests for five other bus stop clearway proposals in Portsmouth Road, Cobham, Queens Road, Weybridge, and Summer Road, Thames Ditton.

2.9.4 It is recommended to introduce bus stop clearways at the nineteen bus stops detailed above and in Annexes G and H.

2.10 Other key information, strategy and policy development

2.10.1 Over the coming months Officers will be reviewing the Elmbridge Local Transport Strategy in preparation for consultation with and approval by Committee.

3. OPTIONS:

3.1 None at this stage. Officers will revert to the Chairman, Vice Chairman and Divisional Member, or indeed the Committee as appropriate, whenever preferred options need to be identified.

4. CONSULTATIONS:

4.1 None at this stage. Officers will consult the Chairman, Vice Chairman and Divisional Members as appropriate in the delivery of the programmes detailed above.

5. FINANCIAL IMPLICATIONS:

5.1 The financial implications of this paper are detailed in section 2 above.

6. WIDER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	A well-managed highway network can contribute to reduction in crime and disorder as well as improve peoples' perception of crime.
Equality and Diversity	It is an objective of Surrey Highways to take account of the needs of all users of the public highway.
Localism (including community	The Local Committee prioritises its expenditure according to local

involvement and impact)	priorities.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

7. CONCLUSION AND RECOMMENDATIONS:

- 7.1 This Financial Year's programmes are being delivered.
- 7.2 Recommendations have been made to identify individual schemes for next Financial Year's Divisional Programmes.

8. WHAT HAPPENS NEXT:

- 8.1 The Area Team Manager will work with Divisional Members, the Chairman and Vice-Chairman to deliver this Financial Year's Programmes of works, and to make preparations for next Financial Year's programme of investment.

Contact Officer: Nick Healey, Area Highway Manager (NE)

Consulted: N / A

Annexes: 8

Sources/background papers: None

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Elmbridge Local Committee parking account

Item	Income	
1	On street parking account surplus 2013/14 (60% of £201,186.64)	£ 120,711.92
2	On street parking account surplus 2014/15 (60% of £338,107.00)	£ 202,864.00
3	On street parking account surplus 2015/16 (60% of £353,323.39)	£ 211,994.03
4	On street parking account surplus 2016/17 (60% of £482,000.00) should arrive 31/03/18	£ 289,200.00
5	On street parking account surplus 2017/18 (assumed) should arrive 31/03/19	£ 280,000.00
	Total	£ 1,104,769.95
	Expenditure	
1	Engineer from 1 July 2015 to 31 March 2016	£ 24,000.00
2	Engineer from 1 April 2016 to 31 March 2017	£ 40,000.00
3	Engineer from 1 April 2017 to 31 March 2018	£ 40,000.00
4	Engineer from 1 April 2018 to 30 June 2018	£ 10,000.00
5	2014 parking review implementation	£ 11,219.00
6	2014 parking review advert	£ 4,323.60
7	Cobham parking review advert	£ 3,171.17
8	Cobham parking review implementation	£ 11,823.00
9	P&D machine replacement	£ 45,000.00
10	Hinchley Wood schools feasibility study 2016/17 (from ITS allocation fund)	£ 4,751.52
11	Esher Transport Study (from ITS allocation fund)	£ 10,000.35
12	Weybridge parking review advert estimate	£ 6,000.00
13	Weybridge parking review implementation estimate	£ 15,000.00
14	Moleseys' and Dittons' review advert estimate	£ 6,000.00
15	Moleseys' and Dittons' review implementation estimate	£ 15,000.00
16	Esher, Claygate and Hinchley Wood review advert estimate	£ 6,000.00
17	Esher, Claygate and Hinchley Wood review implementation estimate	£ 15,000.00
18	Walton and Hershams review advert estimate	£ 6,000.00
19	Walton and Hershams review implementation estimate	£ 60,000.00
20	Walton CPZ consultation estimate (£50,000.00)	£ ————
21	Lines and signs maintenance estimate	£ 10,000.00
22	Cycling strategy allocation 2016/17	£ 100,000.00
23	Integrated transport schemes development allocation 2016/17 (remaining)	£ 255,248.13
24	Cycling strategy allocation 2017/18	£ 50,000.00
	Total	£ 748,536.77
	Projected balance at 31 March 2018*	£ 76,233.19
	* Includes projected cost for Walton and Hershams review implementation, and cost for engineer from 1 April 2018 - 30 June 2018, which would not be paid until the 2018/19 financial year. Excludes estimated £280,000 for 2017/18 surplus.	
	Note, figures in black indicate fixed or final sums. Figures in blue indicate estimated sums and allocations.	

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Maintenance suggestions for Elmbridge – listed by Division

Numbers of Safety Defects (HSI) are given for period between 1/10/16 – 31/10/17. For each Division the site in the list with the highest number of Safety Defects has been highlighted red. Members should be aware that a road can be in very poor condition, without any Safety Defects being present. The officer recommendations highlight three sites that officers feel are the most needful of repair.

Walton South and Oatlands

Road Name	Treatment	Dimensions (m)	Estimated Cost (£)	HSI	Comments	Officer recommendation
Woodlands Grove	LSR		£40,000	20		
Brockley Combe	LSR		£30,000	10	Bellmouth with St Mary's Road plus worst patches. Please note some patching done in 2013	
St Michael's Close	Footway		£10,000	0	One side only	
St Martin's Drive	LSR		£28,000	0	Suggested by Malcolm Howard	

Walton

Road Name	Treatment	Dimensions(m)	Estimated Cost (£)	HSI	Comments	Officer recommendation
Churchfield Road	F/W		£tbc	7	Suggested by Cllr Lake	
Cottimore Lane / Ambleside Avenue	LSR	Gap in new surface		12	Suggested by Cllr Lake	

The Dittons

Road Name	Treatment	Dimensions(m)	Estimated Cost (£)	HS I	Comments	Officer recommendation
Speer Road junction with Warwick Road	LSR	6m by 6m	£1,000	1	Suggested by Peter Hickman	
J/o Portsmouth Road & Simpson Way	Carriageway Patch in HRA	50m2	£7,000	0	Junction in poor condition due to previous Thames Water drainage issues	
Wentworth Close	tbc	Concrete slabs lifting?	£23,000 + Slab repairs if needed	0	Suggested by Peter Hickman. Was on Horizon	
Grove Way junction with The Woodlands and Woodend	LSR	400sqm for junction	£14,400	0	This is the only section of Grove Way that isn't concrete.	
Elm Tree Avenue	LSR	215m	£35,500	27	Some recent patching but other areas in poor condition. May be able to do some large patches but would be better to surface whole road	
Alexandra Road junction with River Bank and Queens Road and onward to end of cul de sac	LSR	Large patch	£8,000	0	Suggestion from Peter Hickman	

Rectory Close, Long Ditton	LSR	Aprox 140m length	£20,000		Following petition	
Traffic humps near the Olde Swan & Red Lion	LSR		tbc		Suggestion from Peter Hickman	
Railings around station need replacing	Railings	50 panels	£10,000		Suggestion from Peter Hickman	
Thisledene/Ennismore Gardens	LSR	Large patch at junction	£15,000	0	Suggestion from Peter Hickman	
Rushett Road	LSR	tbc	tbc	2	Suggestion from Peter Hickman	
Lovelace Road	LSR	tbc	tbc	22	Suggestion from Peter Hickman: "This is in my opinion the worse road in the Dittons. (nb. The Kingston part is perfect !)"	
St Mary's Road Surbiton	LSR	Tbc	tbc	14	Suggestion from Peter Hickman: "parts are sinking"	1 st choice. This road has had quite a high number of Safety Defects, and there are also a number of depressions in this road, suggesting structural failure.
Aragon Avenue	LSR	Tbc	tbc	7	Suggestion from Peter Hickman	
High Street / Summer Road	Renew 12 pairs of cushions and 6 road tables	n/a	£33,600	1	Suggestion from Peter Hickman	2 nd choice. The traffic calming features are in very poor condition, but unlikely to develop Safety Defects, and so unlikely to be repaired from any central budget.

East Molesey and Esher

Road Name	Treatment	Dimensions	Estimated Cost (£)	HSI	Comments	Officer recommendation
Hansler Grove	LSR	250M	£41,000	3	Reasonable kerb height should be ok for LSR needs doing + complaints from residents. Need to wait until Paragon development has concluded.	
Church Road	F/W slurry	236m x2	£8,500	0	Vine Road to Palace Road	
Bridge Gardens Bell Mouth		130m2	£4,000	1	Very patched but very little change to condition over past two years.	
Bell Road	LSR/Patches	50m	£8,500	4	End of road. Patches done 2015	
Arbrooke Lane	LSR	Allowing 1200m2 for patches	£34,000	1		
Park Road, East Molesey	LSR		£40,000	8	Suggested by S Selleck. Walked and costed May 2015	
Station Road Esher	New lighting under bridge	Railway bridge	£4,000		Suggested by Tania Shipley. Could need up to 4x light fittings to be mounted on bridge.	

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Oxshott, Hinchley Wood and Claygate

Road Name	Treatment	Dimensions (m)	Estimated Cost (£)	HSI	Comments	Officer recommendation
Beaconsfield Road j/w Fitzlan	Carriageway Patch	15m x 15m	£3,000 max	5	Needs a patch carriageway way in poor condition	
Southwood Gardens	overlay			1	Concrete c/w sound but overlay failing in centre. Would not recommend overlay. Could consider thermal patching	
Woodstock Lane o/s The Oaks		200M	£33,000	21	Could reduce length to area immediately o/s The Oaks if wishing to limit costs	
Red Lane	LSR	188m	£31,000	7	From St Leonards Road to Merrilyn Close	
Brooklands Road Hinchley Wood	F/W	130 x 2	£30,000	1	Footway construction needs to be improved along road side as parking on footway has damaged existing. May need to combine with slurry.	
Brooklands Road Hinchley Wood	Patch	300m2	£2,000	1	Junction with Portsmouth Road	
Broom Hall	F/W Slurry	450	£8,000	2	Footways very much in need of treatment. Slurry should be ok but may need additional pre patching.	
Sheath Lane	LSR	At end by the railway bridge	tbc	0	Large scale patching done early 2016.	
Elm Road	LSR	Full length	£40,000	12	Suggested by Mike Bennison	

Hersham

Road Name	Treatment	Dimensions (m)	Estimated Cost (£)	HSI	Comments	Officer recommendation
The Heronry	LSR	180m	£29,000	3	Just starting to break up. Standard carriageway construction would be a good site to select	
Vax Crescent	Patching	2 x 20m	£3,000		Some crazing of asphalt c/w and small pot holes. This year could resolve with pot hole repairs and patches at Bell Mouths this year but will need resurface in next two years	
Vaux Crescent	F/W		On Horizon	0	Suggested by Margaret Hicks	
Burwood Close j/w Burwood Road		100m ²	£19,000	0	Concrete c/w not too bad. Bell mouth only needs work	
Thislecroft	LSR	120m		1	Numbers 4-48. Several deteriorating trenches. Will need work in next year or two	
Burhill Road	LSR	600m ²	£ 23,000	8	From Burhill Road to Police Station Road. Poor condition due to previous history of carriageway flooding good candidate.	
Russet Close	Patch	40m	£ 6,000	0	Not too bad. Could consider short section (40m) to T junction	
Thrupps Lane	LSR	Whole road	tbc	27	Suggested by John O'Reilly.	
Belgrave	LSR	200m	£33,000	1	Failure of surface course in centre of	

Close					carriageway. Should be treated this year. Might be able to get away with centre section only. Priced for whole road.	
Clarance Close	Consider surface dressing?	400m2	£14,000	1	Just starting to develop small potholes, could be managed by good quality pot hole repairs. Will need attention in next 2-3 years.	

Weybridge

Road Name	Treatment	Dimensions (m)	Estimated Cost (£)	HSI	Comments	Officer recommendation
Springfield Lane	LSR	170m	£28,000	1	Poor condition good choice but very narrow. Will need to use a mini planer which could push up costs.	
Springfield Meadows	LSR	140m	£23,000	0	Access to park. Poor condition, very patched.	
Cavendish Road	F/W Slurry	450m	£7,500	3	May need pre patching and tree roots could cause some problems.	
Locke King Road	F/W Slurry	1000m	£16,000	2	Walk through done. No pre patching but some boxes to be raised.	
Elmgrove Road	LSR	1200m2 From rear of Waitrose to Dorchester Road	£34,000	14	Especially to the rear of Waitrose - condition concerns raised by Andrew Davis	
Dorchester Road	LSR	Whole Road	£44,000	0	Condition concerns raised by Andrew Davis.	

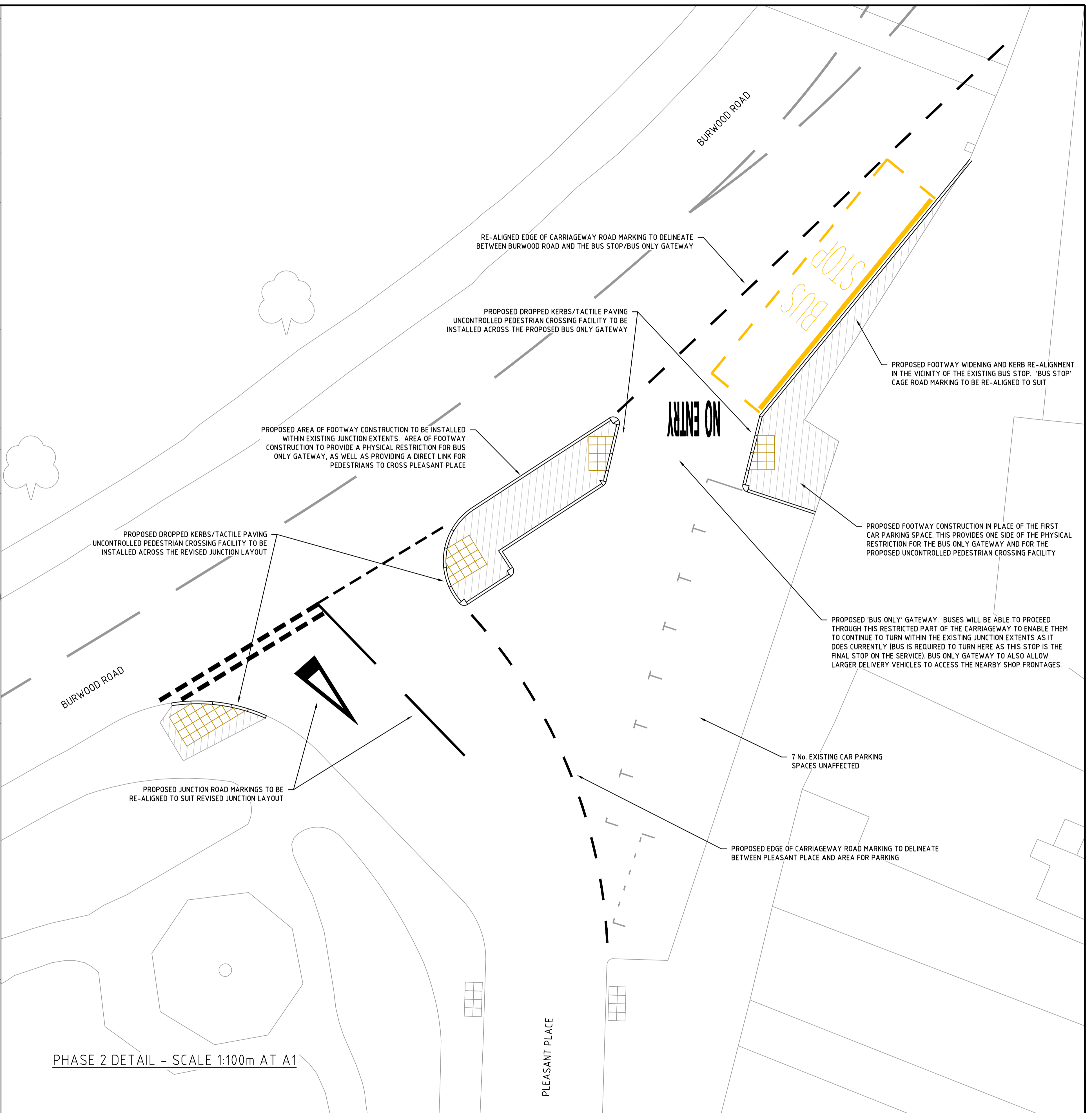
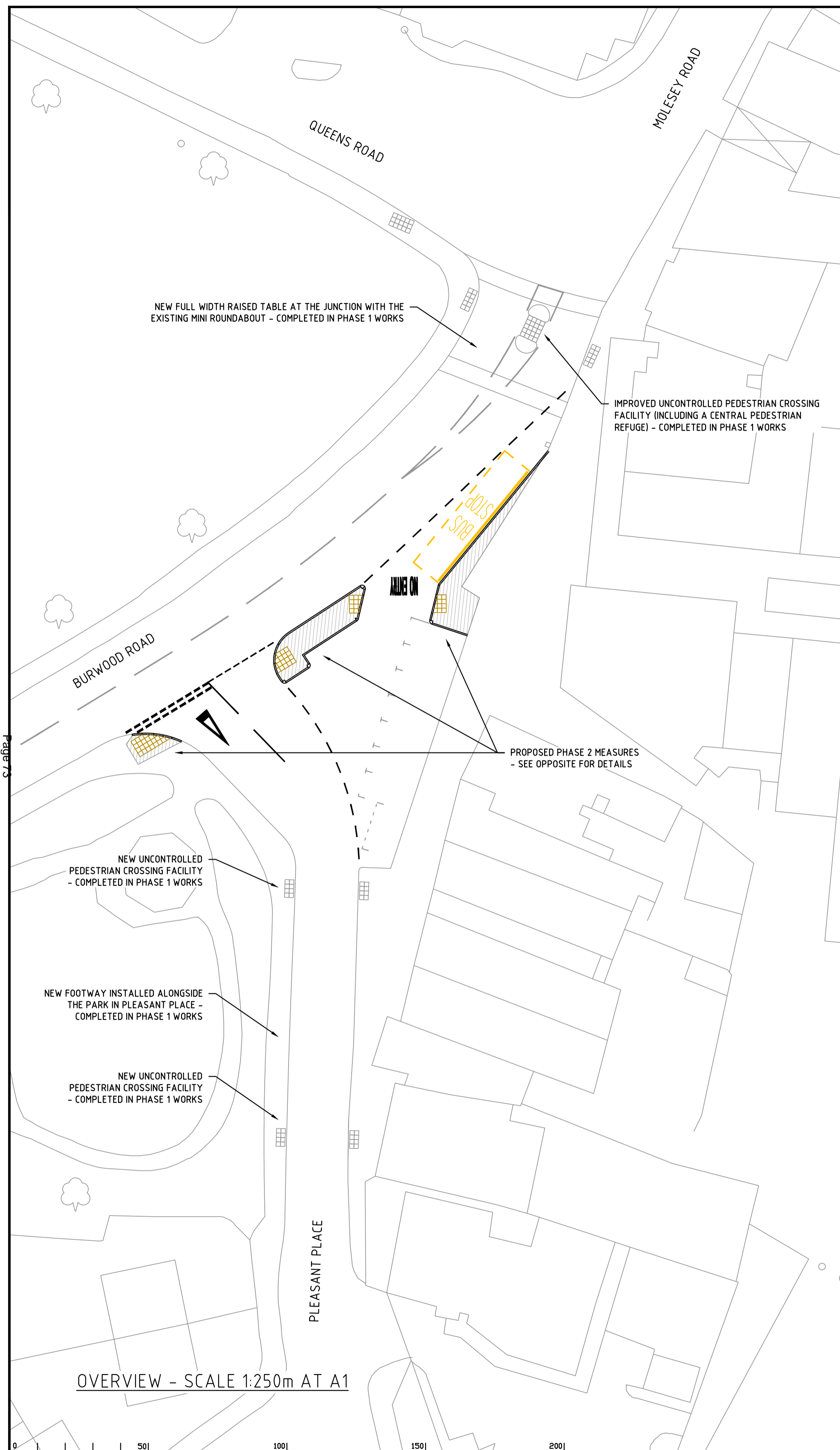
Cobham and Stoke D'Abernon

Road Name	Treatment	Dimensions (m)	Estimated Cost (£)	HSI	Comments	Officer recommendation
Hamilton Avenue	LSR	N0-2-26	£16,500	24	Numbers 2-26	3 rd choice. This road is in very poor condition, and has a high frequency of Safety Defects.
Freelands Road	LSR	140	£23,000	12	From no 60 to Tartar Road. Trench on odd numbered side. Might be able to do half carriageway patch, but good candidate. Price estimate for whole section.	
Water Lane Roundabout	LSR	60m	£11,000	0	Poor quality of surface. Would be very good .candidate now drainage problems resolved.	
Piper's Close	LSR	Whole Road	£24,000	1	Suggested by Mary Lewis. Walked and priced March 2016.	
Bray Road	LSR	Not including concrete carriageway sections	£33,500	2	Suggested by Mary Lewis. Will need to keep new overlay to 50mm or less to accommodate vehicle crossovers. Could consider thermal patching as an alternative.	
Stoke Road jw Fairmile Lane	LSR	Junction only	£9,000	3	Suggested by Mary Lewis	
Right turn area into Cobham Hospital	LSR		£18,000 + any special surfacing		Suggested by Mary Lewis	

West Molesey

Road Name	Treatment	Dimensions(m)	Estimated Cost (£)	HSI	Comments	Officer recommendation
Buckingham Avenue	LSR	80	£13,000.00 x 5	25	Side roads that spur off the north side. Cost per spur. 5x Spurs .	
Boleyn Drive	LSR			0	Concrete carriageway with almost totally removed overlay. Central carriageway utility trench repair.	
The Crescent				0	Would not recommend new overlay as it would have to be very thin to accommodate existing crossover kerb heights.	
Berkeley Drive				1	Might want to consider thermal patching on joints and trench line .	
Second Close	LSR	650m2	£12,000	16	Concrete carriageway with failing overlay. Kerb heights will mostly accommodate a 50mm overlay, however would prefer consideration of thermal patching. Costs for overlay.	
Beldham Gardens	LSR	650m2	£23,000	2	100mm plane off.	
Fleet Close	LSR	850m2	£25,500	0		

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Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point

Scale VARIES - AS SHOWN

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Drawn by	Sig.	Date	Checked by	Sig.	Date	Approved by	Sig.	Date
SP	SP	NOV 17	SP	SP	NOV 17			

BURWOOD ROAD, HERSHAM
JUNCTION IMPROVEMENTS - PHASE 2

Scheme Layout Plan

Project No. PC0550
Contract Sheet No. PC0550-10
Rev. -
Classification DRAFT

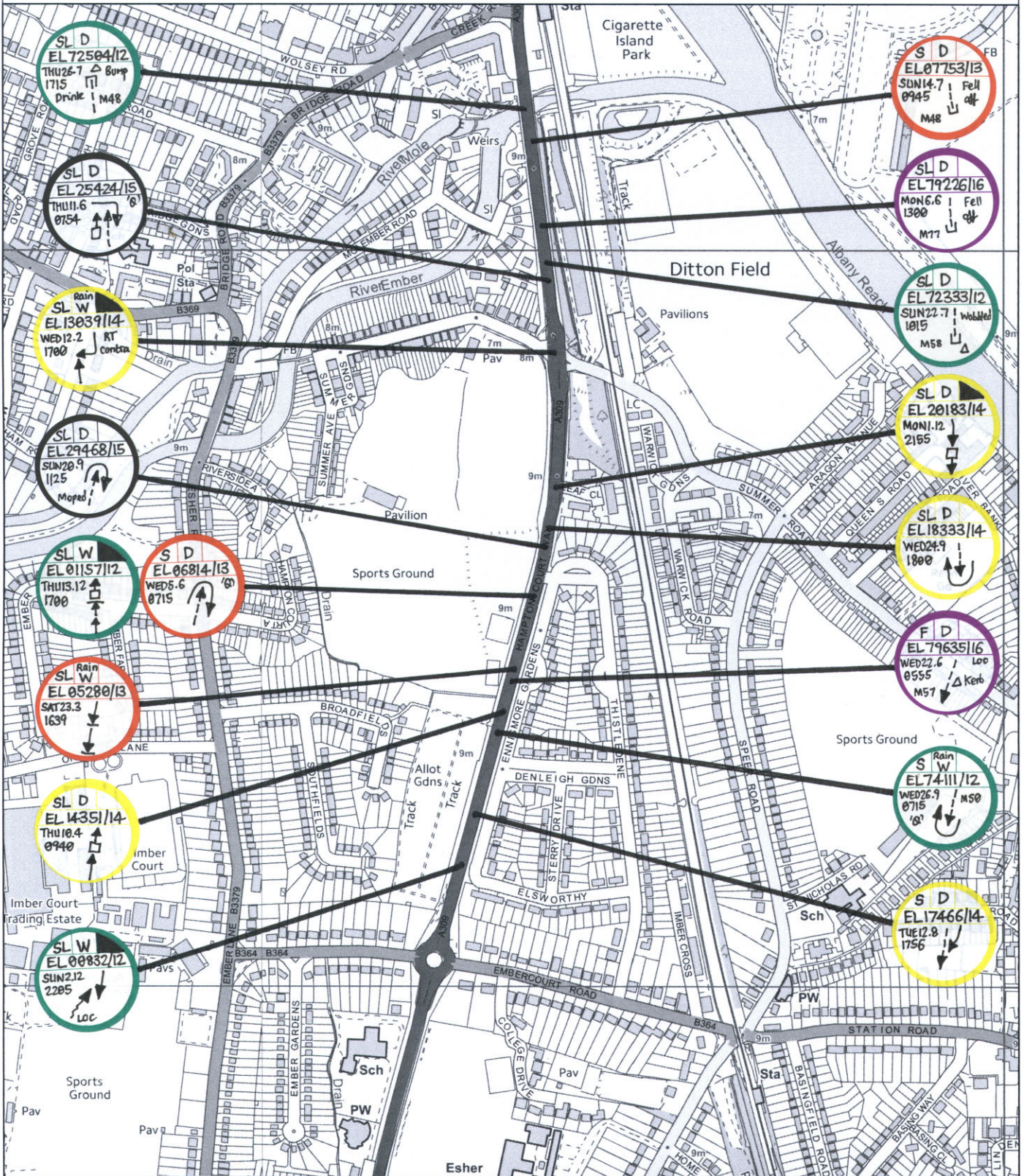
SHEET 1 OF 1

ITEM 9

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Fatal 12/16 - A309 Hampton Court Way, Thames Ditton



Year	J	F	M	A	M	J	J	A	S	O	N	D	Tot	F	S	SI	Dark	Wet	P/C	M/C	Shnt	RT	O/T	U/T	
12	0	0	0	0	0	0	2	0	1	0	0	2	5	0	1	4	2	3	2	1	1	0	1	1	0
13	0	0	1	0	0	1	1	0	0	0	0	0	3	0	2	1	0	1	1	1	1	0	0	1	0
14	0	1	0	1	0	0	0	1	1	0	0	1	5	0	1	4	2	1	0	2	1	1	1	1	0
15	0	0	0	0	0	1	0	0	1	0	0	0	2	0	0	2	0	0	0	2	0	1	2	1	0
16	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	1	0	0	1	1	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals													17	1	4	12	4	5	4	7	3	2	4	4	0

Scale 1:7500

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Date: 09/08/2017

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A309 Hampton Court Way, Thames Ditton (R232/05)

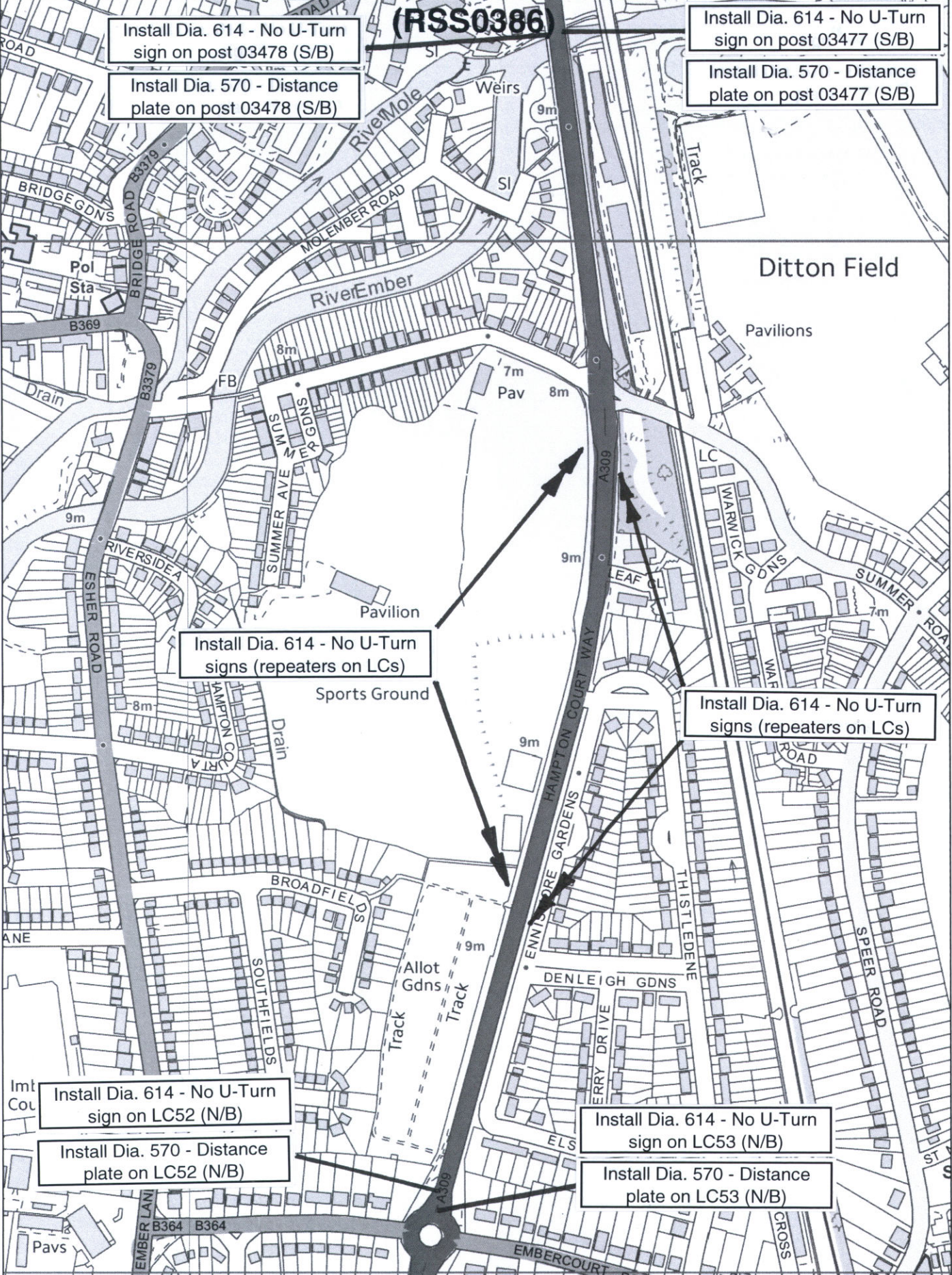
(RSS0386)

Install Dia. 614 - No U-Turn sign on post 03478 (S/B)

Install Dia. 570 - Distance plate on post 03478 (S/B)

Install Dia. 614 - No U-Turn sign on post 03477 (S/B)

Install Dia. 570 - Distance plate on post 03477 (S/B)



Install Dia. 614 - No U-Turn signs (repeaters on LCs)

Install Dia. 614 - No U-Turn signs (repeaters on LCs)

Install Dia. 614 - No U-Turn sign on LC52 (N/B)

Install Dia. 570 - Distance plate on LC52 (N/B)

Install Dia. 614 - No U-Turn sign on LC53 (N/B)

Install Dia. 570 - Distance plate on LC53 (N/B)

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Date: 13/07/2017

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Annex G - Request for bus stop clearways at 19 bus stops on the K3 bus route in the Elmbridge area

Location: Existing northbound bus stop in Claremont Lane, Esher at Clare Hill,

Problem: This bus stop is currently protected by double yellow lines and has benefitted from investment in raising the kerb for step free access. The bus stop is located within a short walk of Esher CoE Primary School. A high incidence of on street parking occurs at school drop off and pick up times, indicating the need to protect the bus stop, and to support the previous investment.

Proposal: To provide a new bus cage and clearway road markings to comply with TSRGD diagram 1025.1. To approve the bus stop clearway formally to enable the restrictions to be enforced. The times of restriction should be 'no stopping at any time', which is appropriate to the operating times of the bus services (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



ITEM 9

Location: Existing eastbound bus stop in Milbourne Lane, Esher at Orchard Way,

Problem: This bus stop, which is within a lay-by, is located very close to Esher CoE Primary School. The bus stop already has a bus cage and clearway markings. A high incidence of on street parking occurs at school drop off and pick up times, indicating the need to protect the bus stop clearway markings. The bus cage and clearway road markings comply with TSRGD diagram 1025.3. Committee approval is required to enforce the clearway marking within the bus cage.

Proposal: To approve the bus stop clearway formally to enable the restrictions to be enforced. The times of restriction should be 'no stopping at any time', which is appropriate to the operating times of the bus services (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



Location: Existing westbound bus stop in Milbourne Lane, Esher at Orchard Way,

Problem: This bus stop, which is within a lay-by, is located very close to Esher CoE Primary School. The bus stop already has a bus cage and clearway markings. A high incidence of on street parking occurs at school drop off and pick up times, indicating the need to protect the bus stop clearway markings. The bus cage and clearway road markings comply with TSRGD diagram 1025.3. Committee approval is required to enforce the clearway marking within the bus cage.

Proposal: To approve the bus stop clearway formally to enable the restrictions to be enforced. The times of restriction should be 'no stopping at any time', which is appropriate to the operating times of the bus services (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



ITEM 9

Location: Existing westbound bus stop in Milbourne Lane, Esher at Arbrook Lane

Problem: This bus stop has no bus cage. It is located at the north end of Arbrook Lane where there is some on-street parking pressure from local residents without off street parking and also The Swan PH. These pressures suggest that, for the future protection of the bus stop, there is a need to provide bus cage and clearway road markings.

Proposal: To provide a new bus cage and bus stop clearway with road markings to comply with TSRGD diagram 1025.1. To approve the bus stop clearway formally to enable the restrictions to be enforced. The times of restriction should be 'no stopping at any time', which is appropriate to the operating times of the bus services (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



Location: westbound bus stop in Milbourne Lane, Esher at Arbrook Lane

Problem: This bus stop has no bus cage. It is located opposite the north end of Arbrook Lane where there is some on-street parking pressure from local residents without off street parking and also The Swan PH. These pressures suggest that, for the future protection of the bus stop, there is a need to provide bus cage and clearway road markings.

Proposal: To provide a new bus cage and bus stop clearway with road markings to comply with TSRGD diagram 1025.1. To approve the bus stop clearway formally to enable the restrictions to be enforced. The times of restriction should be 'no stopping at any time', which is appropriate to the operating times of the bus services (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



ITEM 9

Location: Existing eastbound bus stop in Hare Lane, Claygate at Loseberry Road

Problem: The bus stop has a bus shelter and bench but no cage and clearway markings. To match the investment in passenger waiting facilities a bus cage and clearway is sought.

Proposal: To provide a new bus cage and clearway road markings to comply with TSRGD diagram 1025.1. To approve the bus stop clearway formally to enable the restrictions to be enforced. The times of restriction should be 'no stopping at any time', which is appropriate to the operating times of the bus services (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



Location: Existing southbound bus stop in Hare Lane, Claygate at Claygate Station

Problem: This bus stop is located near Claygate station and local shops. The bus stop already has a bus cage and clearway markings. Hare Lane has a high incidence of on street parking, due to the local shops and station, indicating the need to protect the bus stop clearway markings. The existing bus cage and clearway road markings comply with TSRGD diagram 1025.1. Committee approval is required to enforce the clearway marking within the bus cage.

Proposal: To approve the bus stop clearway formally to enable the restrictions to be enforced. The times of restriction should be 'no stopping at any time', which is appropriate to the operating times of the bus services (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



ITEM 9

Location: Existing northbound bus stop in Hare Lane, Claygate at Claygate Station

Problem: This bus stop is located near Claygate station and local shops. The bus stop already has a bus cage and clearway markings. Hare Lane has a high incidence of on street parking, due to the local shops and station, indicating the need to protect the bus stop clearway markings. The existing bus cage and clearway road markings comply with TSRGD diagram 1025.1. Committee approval is required to enforce the clearway marking within the bus cage.

Proposal: To approve the bus stop clearway formally to enable the restrictions to be enforced. The times of restriction should be 'no stopping at any time', which is appropriate to the operating times of the bus services (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



Location: Existing bus stop in Hare Lane, Claygate at Dalmore Avenue

Problem: This bus stop is located in near central Claygate. The bus stop is within a lay-by and already has a bus cage but no clearway markings. The lay-by is used for causal parking due its close proximity to the village centre, indicating the need to provide additional protection of the bus stop markings. With the clearway bar added the road markings would then comply with TSRGD diagram 1025.1. VCOs within the lay-by would be unaffected by the clearway. Committee approval is requested to provide the bus stop clearway marking within the bus cage.

Proposal: To approve the bus stop clearway formally to enable the restrictions to be enforced. The times of restriction should be 'no stopping at any time', which is appropriate to the operating times of the bus services (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out. (This bus cage will be refreshed as part of this phase of works)



ITEM 9

Location: Existing bus stop in St Leonard's Road, Claygate, at the Green,

Problem: This busy bus stop is located in the centre of Claygate and is close to local shops and the Borough's Day Centre for the Community in Elm Road. It already has a bus cage and clearway markings. The bus cage and clearway road markings comply with TSRGD diagram 1025.1. Committee approval is required to enforce the clearway marking within the bus cage.

Proposal: To approve the bus stop clearway formally to enable the restrictions to be enforced. The times of restriction should be 'no stopping at any time', which is appropriate to the operating times of the bus services (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



Location: Existing bus stop in St Leonard's Road, Claygate, at Red Lane,

Problem: This bus stop is located in central Claygate with a residential frontage. There are VCOs for each property on both sides of St Leonards Road, but the gaps in between provide potential locations for casual parking. Protection of the bus stop from parked cars is recommended.

Proposal: To provide a new bus cage and clearway road markings to comply with TSRGD diagram 1025.1. To approve the bus stop clearway formally to enable the restrictions to be enforced. The times of restriction should be 'no stopping at any time', which is appropriate to the operating times of the bus services (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



ITEM 9

Location: Existing bus stop in Common Road, Claygate

Problem: This bus stop is located in central Claygate on a narrow residential street. There are VCOs for each property on the east side of Common Road, and the gaps in between provide potential locations for casual parking. In addition, on the west side of Common Road is the Griffin PH, and terraced properties with no off street parking, which adds to on street parking pressures.

Proposal: To provide a new bus cage and clearway road markings to comply with TSRGD diagram 1025.1. To approve the bus stop clearway formally to enable the restrictions to be enforced. The times of restriction should be 'no stopping at any time', which is appropriate to the operating times of the bus services (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



Location: Existing bus stop in The Causeway, Claygate

Problem: This bus stop is located in central Claygate on a residential street. There are VCOs for each property on the east side of Common Road, and the gaps in between provide potential locations for casual parking. Neighbouring residential streets have a high incident of parking and protecting this bus stop from potential parking pressure is recommended.

Proposal: To provide a new bus cage and clearway road markings to comply with TSRGD diagram 1025.1. To approve the bus stop clearway formally to enable the restrictions to be enforced. The times of restriction should be 'no stopping at any time', which is appropriate to the operating times of the bus services (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



ITEM 9

Location: Existing bus stop in Church Road, Claygate at the Recreation Ground

Problem: This bus stop is located in central Claygate. The bus stop already has a bus cage and clearway markings. Church Road has a high incidence of on street parking, indicating the need to protect the bus stop from parked cars. The bus cage and clearway road markings comply with TSRGD diagram 1025.1. Committee approval is required to enforce the clearway marking within the bus cage.

Proposal: To approve the bus stop clearway formally to enable the restrictions to be enforced. The times of restriction should be 'no stopping at any time', which is appropriate to the operating times of the bus services (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



Location: Existing bus stop in Church Road, Claygate at Village Hall

Problem: This bus stop is located in central Claygate near to local shops and the village hall. The bus stop already has a bus cage and clearway markings but these require refreshing. Church Road has a high incidence of on street parking, indicating the need to protect the bus stop from parked cars. The bus cage and clearway road markings, although faded, comply with TSRGD diagram 1025.1. Committee approval is required to enforce the clearway marking within the bus cage.

Proposal: To approve the bus stop clearway formally to enable the restrictions to be enforced. The times of restriction should be 'no stopping at any time', which is appropriate to the operating times of the bus services (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out. (This bus cage will be refreshed as part of this phase of works)



ITEM 9

Location: Existing northbound bus stop in Manor Road South, Hinchley Wood, at Greenways

Problem: The existing bus stop has recently benefitted from footway works to raise the footway and kerb to offer step free access. To match this infrastructure investment the bus stop should be protected from potential casual parking by a bus cage with a bus stop clearway.

Proposal: To provide a new bus cage and clearway road markings to comply with TSRGD diagram 1025.1. To approve the bus stop clearway formally to enable the restrictions to be enforced. The times of restriction should be 'no stopping at any time', which is appropriate to the operating times of the bus services (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



Location: Existing southbound bus stop in Manor Road South, Hinchley Wood, at Greenways,

Problem: The existing bus stop has recently benefitted from footway works to raise the footway and kerb to offer step free access. To match this infrastructure investment the bus stop should be protected from potential casual parking by a bus cage with a bus stop clearway.

Proposal: To provide a new bus cage and clearway road markings to comply with TSRGD diagram 1025.1. To approve the bus stop clearway formally to enable the restrictions to be enforced. The times of restriction should be 'no stopping at any time', which is appropriate to the operating times of the bus services (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



ITEM 9

Location: Existing northbound bus stop in Manor Road South, Hinchley Wood, at Kingston By-pass

Problem: The existing bus stop, being close to Hinchley Wood Station, potentially could be subjected to on street parking pressure from commuters in future years. There are no parking restrictions either side of the existing bus stop cage. The bus stop has recently benefitted from footway works to raise the footway and kerb to offer step free access. Protection by a bus cage with a bus stop clearway is recommended.

Proposal: To provide a new bus cage and clearway road markings to comply with TSRGD diagram 1025.1. To approve the bus stop clearway formally to enable the restrictions to be enforced. The times of restriction should be 'no stopping at any time', which is appropriate to the operating times of the bus services (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



Location: Existing southbound bus stop in Manor Road South, Hinchley Wood at Hinchley Wood Station.

Problem: The existing bus stop is located opposite Hinchley Wood Station Approach, which generates significant on street parking pressure. There are double yellow line parking restrictions to the north of the existing bus stop cage, and a zebra crossing to the south. The bus cage and clearway road markings comply with TSRGD diagram 1025.1. Committee approval is required to enforce the clearway marking within the bus cage.

Proposal: To approve the bus stop clearway formally to enable the restrictions to be enforced. The times of restriction should be 'no stopping at any time', which is appropriate to the operating times of the bus services (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



ITEM 9

Location: Existing northbound bus stop in Manor Road South, Hinchley Wood at Hinchley Wood Station

Problem: The existing bus stop is located approximately 25m to the south of Hinchley Wood Station Approach, which generates significant on street parking pressure. There are double yellow line parking restriction on the south side of the existing bus stop cage. The bus cage and clearway road markings comply with TSRGD diagram 1025.1. Committee approval is required to enforce the clearway marking within the bus cage.

Proposal: To approve the bus stop clearway formally to enable the restrictions to be enforced. The times of restrictions should be 'no stopping at any time', which is appropriate to the operating times of the bus services (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



Location: Existing northbound bus stop in Manor Road South, Hinchley Wood at Claygate Lane

Problem: The existing bus stop is located just to the south of Claygate Lane. There are VCOs for each property on the west side of Manor Road South, but the gaps in between provide potential locations for casual parking. There is potential parking pressure from the schools in Claygate Lane. Protection by a bus cage with a bus stop clearway is recommended.

Proposal: To provide a new bus cage and clearway road markings to comply with TSRGD diagram 1025.1. To approve the bus stop clearway formally to enable the restrictions to be enforced. The times of restriction should be 'no stopping at any time', which is appropriate to the operating times of the bus services (in accordance with DfT guidance for introducing bus stop clearways). Following committee approval, a letter would be sent to any directly affected frontage properties, advising of the new restriction prior to any bus cage being marked out.



ITEM 9

Location: Existing southbound bus stop in Manor Road South, Hinchley Wood at Claygate Lane.

Problem: The existing bus stop, located next to a small 'green' or open space, has double yellow line parking restrictions. These restrictions possibly relate to parking pressure from the schools in Claygate Lane. Protection by a bus cage with a bus stop clearway is nevertheless recommended.

Proposal: To provide a new bus cage and clearway road markings to comply with TSRGD diagram 1025.1. To approve the bus stop clearway formally to enable the restrictions to be enforced. The times of restriction should be 'no stopping at any time', which is appropriate to the operating times of the bus services (in accordance with DfT guidance for introducing bus stop clearways). No homes or businesses are affected by this proposal.



Location: Existing south-westbound bus stop in Manor Road South, Long Ditton at Mayfield Close

Problem: The existing bus stop is located in a section of Manor Road South with side roads with little off street parking. This causes some residents to park in Manor Road South. The road has no 'no waiting' or parking restrictions. To ensure the bus stop is protected from residents' cars a new bus cage with a bus stop clearway is requested. The opposite north-eastbound stop has recently been upgraded and benefits from a bus stop clearway.

Proposal: To provide a new bus cage and clearway road markings to comply with TSRGD diagram 1025.1. To approve the bus stop clearway formally to enable the restrictions to be enforced. The times of restriction should be 'no stopping at any time', which is appropriate to the operating times of the bus services (in accordance with DfT guidance for introducing bus stop clearways). No homes or businesses are affected by this proposal.



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Annex H - Other bus stop clearway proposals in Elmbridge

Request for a clearway at an existing bus stop on Portsmouth Road, Cobham

Location: Existing north-eastbound bus stop in Portsmouth Road, Cobham, known as Icklingham Road.

Problem: The existing bus stop is located in a long parking lay-by. The lay-by dates from the time the Portsmouth Road formed part of the A3 Trunk Road from London to Portsmouth. The lay-by would have originally been provided as a rest area for drivers, and continues to offer that service. It is used by a mobile snack bar and a bus stop, but also is used by both short and longer stay parking which hinders the safe operation of the bus stop. This results in passengers having to board and alight in the carriageway, which has a posted speed limit of 40mph less than 50m north from this bus stop. There are no parking restrictions in the lay-by. Despite its length the demand for parking in this location is surprisingly high.

Proposal: To provide a new bus cage and clearway road markings to comply with TSRGD diagram 1025.3 for use in a parking lay-by. To approve the bus stop clearway formally to enable the restrictions to be enforced. The times of restriction should be 'no stopping at any time', which is appropriate to the operating times of the bus services (in accordance with DfT guidance for introducing bus stop clearways). No homes or businesses are affected by this proposal. The mobile snack bar operates from the southern end of this very long lay-by and should not be affected.



Request for a clearway at an existing bus stop on Portsmouth Road, Cobham

Location: Existing south-westbound bus stop in Portsmouth Road, Cobham, known as Icklingham Road.

Problem: The existing bus stop is located in a bus stop lay-by. The existing lay-by has double yellow line parking restrictions. Although there is no known abuse of the lay-by, the proximity of the mobile snack bar opposite this bus lay-by may give rise to occasional transitory parking.

Proposal: To provide a new bus cage and clearway road markings to comply with TSRGD diagram 1025.3 for use in a parking lay-by. To approve the bus stop clearway formally to enable the restrictions to be enforced. The times of restriction should be 'no stopping at any time', which is appropriate to the operating times of the bus services (in accordance with DfT guidance for introducing bus stop clearways). No homes or businesses are affected by this proposal.



Request for a clearway at an existing bus stop on Queens Road, Weybridge

Location: Existing south-eastbound bus stop in Queens Road, Weybridge, known as Haines Bridge.

Problem: The existing bus stop is located in Queens Road opposite Princes Road. The bus stop is presently protected by double yellow line parking restrictions. There is anecdotal evidence that the location, being adjacent to commercial properties, shops and fast food outlets, may suffer from occasional transitory short term parking associated with these uses and is a location from where commercial vehicles can legally load at off peak times. Any illegal parking or legal or illegal loading would cause passengers to board and alight from the carriageway.

Proposal: To provide a new bus cage and clearway road markings to comply with TSRGD diagram 1025.1. To approve the bus stop clearway formally to enable the restrictions to be enforced. The times of restriction should be ‘no stopping at any time’, which is appropriate to the operating times of the bus services (in accordance with DfT guidance for introducing bus stop clearways).

Following committee approval letters will be sent to the commercial premises adjacent to the bus stop, advising them of the bus cage and clearway being introduced.



Request for a clearway at an existing bus stop on Queens Road, Weybridge

Location: Existing north-westbound bus stop in Queens Road, Weybridge, known as Haines Bridge.

Problem: The existing bus stop is located in Queens Road immediately east of Princes Road. The bus stop has the benefit of a bus cage but no clearway or parking restrictions. The bus stop is presently suspended due to the redevelopment of the site on the corner of Pine Grove and Queens Road. There is anecdotal evidence that the location, being adjacent to commercial properties, shops and fast food outlets, may suffer from occasional transitory very short term parking associated with these uses, including being used by commercial vehicles or loading. Any parking or loading would cause passengers to board and alight from the carriageway.

Proposal: To provide add a clearway road markings to comply with TSRGD diagram 1025.1. To approve the bus stop clearway formally to enable the restrictions to be enforced. The times of restriction should be 'no stopping at any time', which is appropriate to the operating times of the bus services (in accordance with DfT guidance for introducing bus stop clearways).

Following committee approval letters will be sent to the developer of the site adjacent to the bus stop, advising them of the bus cage and clearway being introduced. The revised bus cage would be marked out after the redevelopment is complete.



ITEM 9

Request for a clearway at an existing bus stop on Summer Road, Thames Ditton

Location: Existing south-eastbound bus stop in Summer Road, Thames Ditton, known as Queens Road.

Problem: The existing bus stop is located in Summer Road, west of Queens Road. The bus stop has no bus cage or parking restrictions. The bus stop is located immediately west of a section of kerb where parking is restricted. To the east of the stop is a short section of double yellow lines protecting a vehicle crossover, and beyond that a short term parking bay established to assist parking for the local shops located at the corner of Queens Road. The remaining kerb is unprotected, but both sides of Summer Road experience parking from residents and by drivers using the local shops. The bus stop is regular seen to have parked cars next to the bus flag. Any parking or loading here would cause passengers to board and alight from the carriageway.

Proposal: To provide a bus cage and clearway road markings to comply with TSRGD diagram 1025.1. To approve the bus stop clearway formally to enable the restrictions to be enforced. The times of restriction should be 'no stopping at any time', which is appropriate to the operating times of the bus services (in accordance with DfT guidance for introducing bus stop clearways).

Following committee approval letters will be sent to the commercial premises adjacent to the bus stop, and any affected residents, advising them of the bus cage and clearway being introduced.



SURREY COUNTY COUNCIL**LOCAL COMMITTEE (ELMBRIDGE)****DATE:** 4 December 2017**SURREY****LEAD OFFICER:** Adrian Harris – Engineer, Parking Project Team**SUBJECT:** Future of parking reviews in Elmbridge**DIVISION:** All**SUMMARY OF ISSUE:**

To consider how future parking reviews within the borough will be undertaken.

RECOMMENDATIONS:

The committee decides how it wishes to review parking in Elmbridge in future.

REASONS FOR RECOMMENDATIONS:

The existing three year review cycle is drawing to a close and the future direction of parking reviews needs to be decided.

1 <u>INTRODUCTION AND BACKGROUND:</u>
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- 1.1 At the meeting of 23 February 2015 the local committee agreed to adopt a new parking strategy for Elmbridge.
- 1.2 The new approach involves taking a longer term, more holistic and detailed look at parking and not just reacting to problems that have been brought to our attention, as was the case during reviews in previous years.
- 1.3 The aims of the strategy were to focus on providing parking, if possible, where it is needed. This included removing or amending existing restrictions. It will also look at introducing new controls if necessary.
- 1.4 As part of the new strategy, the committee agreed to carrying out more comprehensive reviews of different parts of the borough in turn on a three year rolling programme (from April 2015 - March 2018). This started with the Cobham area (including Stoke D'Abernon and Oxshott), followed by Weybridge in year 1, then the Moleseys and the Dittons, followed by Esher, Claygate and Hinchley Wood in year 2 and will finish with Walton and Hersham in year 3.
- 1.5 The current cycle ends at the end of June 2018. As such, the local committee may wish to consider how it would like to carry out reviews in future.
- 1.6 This topic was discussed briefly at the local committee meeting of 14 September 2017. This report is an updated version of the report presented previously, giving consideration for some of the comments made at that meeting.

2 ANALYSIS:

2.1 A list of pros and cons of the process of the three year cycle is provided below.

Pros	Cons
Much greater level of engagement with borough and parish councillors/councils when developing proposals. This allows the county council to better understand of problems, and therefore to more easily identify priorities and design more appropriate solutions to those problems.	Cost of dedicated engineer is around £40,000/year which is funded by the committee's portion of the surplus from the on street parking account (approx. £212,000 in 2015/16 financial year).
Much greater level of engagement with the public due to preliminary informal consultation stage, and indeed through county and borough councillors who are better aware of the process and therefore more able to advise residents on the parking review process and progress.	Three year cycle means that it usually takes longer to look at individual problems as compared with previous cycle whereby every problem could be looked at every fifteen months. It is however, extremely rare for parking to be a contributor factor in accidents involving personal injury, and as such the relative safety risk of a longer cycle is low.
Considering smaller area within each review allows for better analysis of the 'big picture' within each town.	It is questionable how much value is added by running the 'informal consultation' exercise at the beginning of the review for each area. There are already a number of ways that residents can contribute to or initiate changes to parking controls in their street. This aspect of the process could modified (or removed) going forward.
Considering smaller area within each review makes management and implementation of each review easier and more efficient.	
Gives an opportunity to introduce schemes that are 'nice to have', which would ordinarily not rank as a high enough priority to proceed with under the previous cycle.	
Dedicated engineer means that the public, officers, and councillors have a sole point of contact with the council on this matter, and allows for a greater level of service than would otherwise be provided by the council's central parking team.	
Three year cycle means that adequate time is allowed between each review to allow previous proposals to 'bed in' and parking patterns adjust before the area is looked at again.	
Dedicated engineer means that if there are parking schemes that must be	

progressed urgently due to irrefutable safety concerns, the resource does exist to implement the schemes rapidly.	
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2.2 A list of pros and cons of the strategy of the three year cycle is provided below.

Pros	Cons
Aims of strategy are admirable, i.e. seeking to find parking space where it is needed and to minimise schemes which cause displacement.	There is realistically only a finite amount of new parking space that can be found using only parking restrictions. Essentially this means removing yellow lines, and in most cases it is undesirable to do so. Some schemes where existing yellow lines have been removed under this cycle have faced significant opposition from residents – although have been successful from an engineering perspective.
Strategy ensures that schemes that could be considered unnecessary or unwarranted from an engineering perspective are easier to reject.	It is difficult to resolve parking problems without in most circumstances also causing some displacement parking. If the county council resists introducing new controls on the basis of 'displacement', this does not resolve the problems that residents are complaining about.

- 2.3 Although it is neither a 'pro' nor a 'con' of this strategy, in many areas (particularly Weybridge) one of the conclusions from the detailed study was that there is a need for more off street parking (i.e. car parks) which parking reviews cannot provide.
- 2.4 The main concerns expressed by members of this committee in respect of the current approach are in relation to how long it takes to resolve individual problems. It is unclear whether this is based on perception of poor customer satisfaction, concerns around road safety, or both.
- 2.5 There is no guidance that provides a recommended frequency of parking reviews. Regardless of the approach decided on, introducing or modifying parking controls is a long winded process and this is frustrating for customers, members, and highways staff. In either approach adopted, customers have to wait a long time before anything physically changes on site. This is largely due to the legal processes involved.
- 2.6 The government is carrying out a review of legislation under which traffic orders are made, so the process may become less onerous for highway authorities in the future although there are no details about this at present. It is important to remember that the legislation exists essentially to protect the rights of individuals, to make sure the public are aware of the intentions of the authority, to give them an opportunity to make representations, to make sure the authority is accountable and that decisions made are justifiable.
- 2.7 The review process, whether fifteen month or three year, enables us to minimise administration, provide clear and up to date information for our customers at all stages of the review, and minimise legal and engineering costs. To exemplify the legal costs involved in parking controls, those for one site may run to around £1k, whereas those for an entire parking review covering 50 sites may be in the order of £5k-£8k, although of course these costs vary with location and scheme details. These figures simply reflect the

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advertising costs and do not include the disproportionate staff resources required for treating sites on an individual basis.

- 2.8 This committee has always adopted an approach where sites with 'irrefutable and serious road safety concerns' could be treated on an individual basis. It is difficult to provide discrete criteria for such locations, although the parking team defines them as:

"where there is evidence of accidents, in relation, in part at least, to parking, either from the council's own database or the police, or a direct request has been made by the emergency services or our road safety team based on their safety concerns".

- 2.9 The police have powers to fine motorists parking their vehicles obstructively on the highway (whether carriageway or footway) without the need for a traffic order. Therefore, regardless of the parking review period decided upon, the police should in most circumstances be capable of providing some assistance with particularly problematic locations until such time as they can be permanently resolved through formal parking controls.

- 2.10 Clearly, the longer term cycle means that, on average, it will take longer for an individual request to be considered, however we do not have any evidence to suggest that outcomes for our customers are materially worsened by this.

- 2.11 There are number of options open to the committee in terms of future programme. One suggestion is to compress the reviews into a two year strategy. This could be achieved and would enable the reviews areas to better reflect divisional boundaries, in the following order, with one review taking place every six months:

- Cobham, Stoke D'Abernon, Hinchley Wood, Claygate and Oxshott
- Weybridge
- Dittons, Moleseys and Esher
- Walton and Hersham

This option could provide the efficiency and focus of considering smaller areas than the whole borough at one time, whilst accelerating the overall programme. Any compression of the programme would mean the 'initial survey' could no longer be scheduled, but would still allow for meetings and discussions with key stakeholders before, or as part of parking review site assessments.

- 2.12 If this committee wishes to consider promoting any sites for potential on-street charging locations, this would most likely be better achieved through a gradual process. As such it would probably be incorporated more effectively within an area-by-area type review than on a borough wide basis.

- 2.13 If it is decided that the parking reviews in Elmbridge should revert to the former (fifteen month) cycle and without a dedicated engineer, the next countywide review for Elmbridge would be presented to this committee for initial approval in June 2019. This is due to the need for Elmbridge to fit in with the existing timetable for the rest of the county, as the parking team only has the resources

to present parking reviews to two boroughs/districts at each committee cycle (i.e. per quarter year), and covers a total of ten boroughs and districts.

3 OPTIONS:

3.1 The options going forward, are:

- To 're-commission' the parking strategy and/or three year cycle 'as is'.
- To 're-commission' the parking strategy and/or three year cycle with modifications to either approach or objectives.
- To initiate a new review process with a compressed programme, e.g. a review of four areas over a two year period.
- To return to the previous review cycle whereby the whole borough is reviewed but with a dedicated engineer. This review could be achieved on an annual basis.
- To return to the previous review cycle whereby the whole borough is reviewed on a fifteen month basis, without a dedicated engineer. Note, the next review for Elmbridge would be presented to this committee in June 2019.

4 CONSULTATIONS:

4.1 None.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 Cost of dedicated engineer is around £40,000/year which is funded by the committee's portion of the surplus from the on street parking account (approx. £212,000 in 2015/16 financial year). This money could otherwise be spent elsewhere.

6 EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 No significant implications arising from this report.

7 LOCALISM:

7.1 As identified in table 2.1.

8 OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications

	arising from this report
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9 CONCLUSION AND RECOMMENDATIONS:

9.1 The committee decides how it wishes to review parking in Elmbridge in future.

10 WHAT HAPPENS NEXT:

10.1 Parking reviews will be taken forward as decided by this committee.

Contact Officer:

Adrian Harris, Engineer, Parking Project Team
Tel: 0300 200 1003

Consulted:

None.

Annexes:

None.

Sources/background papers:

Local Committee report 23 Feb 2015 Item 12/15 - Elmbridge parking strategy

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)

DATE: 4th December 2017



LEAD OFFICER: PAUL KENNY, GROUP COMMANDER, SURREY FIRE AND RESCUE SERVICE

SUBJECT: SURREY FIRE AND RESCUE SERVICE ANNUAL REPORT 2016-17

DIVISION: All Elmbridge

SUMMARY OF ISSUE:

The report outlines the major strands of activities undertaken within the Borough of Elmbridge during the reporting year 2016-17 by the Surrey Fire and Rescue Service (SFRS) personnel based at Walton, Painshill and Esher Fire Stations.

RECOMMENDATIONS:

The committee is asked to:

- (i) Recognize the achievements of the Borough teams within Elmbridge Borough and support their commitment to improve initiatives to reduce risk and make Elmbridge Borough safer through the delivery of the Borough/Station plan;
- (ii) Note the initiatives set within the Elmbridge Borough plan for 2016/17 and support the Fire and Rescue Service in the delivery of this plan.

REASONS FOR RECOMMENDATIONS:

To provide an update to the Local Committee (Elmbridge) on the activities of Surrey Fire and Rescue teams within the Elmbridge Borough.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Surrey Fire and Rescue Service report annually to the Elmbridge Local Committee. The annual report for 2016-17 Entitled SFRS Performance can be located on the Surrey County Council web site at <https://www.surreycc.gov.uk/people-and-community/surrey-fire-and-rescue/about-surrey-fire-and-rescue/surrey-fire-and-rescues-aims-plans-and-governance/surrey-fire-and-rescues-priorities-plans-and-governance/how-surrey-fire-and-rescue-review-their-progress>

2. ANALYSIS:

- 2.1 **Number of primary Fires** - Of the 112 incidents, 42 were dwelling fires of which 39 were accidental. (see 2.2) Other calls to primary fires include 33 Road Vehicle fires, of which 8 were deliberate fires. The remaining 37 primary fires include 20

Non domestic properties (see 2.6) the remaining 17 primary fires included garden shed/garages etc.

2.2 Number of accidental dwelling Fires – Of all boroughs, Elmbridge was most significantly below with 42 actual against benchmark of 65. Of the 42 accidental dwelling fires, 26 of these were kitchen related of which 15 involved cooking whilst 4 were resulting from faulty appliances. Prevention campaigns are directed towards the major causes in an attempt to reduce the number of these incidents from occurring. Of the 26 kitchen fires, 21 properties had smoke detection fitted prior to arrival of crews. Which relates to above 80% ownership.

2.2 Number of fatalities arising from accidental dwelling fatalities- Nil for this reporting period

2.3 Number of accidental dwelling fire injuries – The injuries recorded were resulting from three separate incidents. A kitchen fire in a sheltered accommodation with one individual overcome by smoke. Two individuals received slight burns following a kitchen fire in a dwelling, the fourth injury was an individual overcome by smoke following a fire in a living room. All properties had smoke alarm s fitted and raised the alarm.

2.4 Accidental dwellings fires- no smoke alarm– The service target benchmark for this indicator is no more than 24%. Elmbridge had a 27% attendance to properties where no smoke detection was fitted. The fires in dwellings where no smoke detector was fitted were Borough-wide and no pattern/trend could be identified but ‘Hot Strikes’ were carried out as per policy. When crews attend an incident where no smoke detection is fitted they will offer to fit them before they leave or arrange to carry out a Safe and Well Visit (SAWV) at a later suitable time. Service mobilising procedures ensure SAWV’s are offered by operational crews attending **all** fires or Automatic Fire Detection (AFD) at domestic dwelling incidents.

2.5 Number of non-domestic fires – Of the 20 incidents attended, there are a number of types of properties ranging from petrol stations, sports pavilions to pubs/wine bars, etc.no significant pattern.

2.6 Safe & Well Visits by firefighters – Station personnel within the Borough carried out 1112 (SAWV’s) in this reporting period, exceeding the target benchmark set by the Service. However the percentage of vulnerable residents visited was 36% which was below the Service target benchmark of 49%.

2.7 Premises Surveys- The number of the two types of survey undertaken by operational crews was below the target benchmark set by the Service. This can be due to a number of factors such as training commitments for special appliances and operational tempo such as the co-responding trail undertaken within the Service. (increased attendance from 267, previous year to 2,832 of this type of incident in this reporting period)

2.8 ‘Respect the Water’ safety Campaign - In recognition of the 37 fatalities since 2010, a number of which have occurred within Elmbridge, Surrey Fire and

Rescue (in partnership with the RNLI), are introducing a campaign aimed at improving water safety. This campaign would be a Tri-Borough initiative (Spelthorne and Runnymede inclusive), to be delivered over a three year period.

3. OPTIONS:

3.1 Not applicable

4. CONSULTATIONS:

4.1 Not applicable

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 The 'Respect the Water' campaign required initial funding some of which was provided by the Local committee via its Community Safety Funding both in the current and previous financial years. This initiative consists of three strands over a three year period

1. The provision of 'Public Rescue Equipment '(PRE) and water safety signage at 9 identified locations within Elmbridge.
2. The provision of PRE to suitable commercial and domestic premises adjacent to River Thames and to include appropriate training. This includes Pubs adjacent to the River.
3. Develop and deliver an educational package to educational establishments within the Borough.

Year one- Points 1 and 2 above will be delivered in year one focusing on areas around the River Thames.

Year Two- Points 1 to 3, delivered within Elmbridge Borough

Year Three- Campaign to be extended throughout the County.

This will be dependent upon support from the appropriate partners and Boroughs.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 Surrey Fire and Rescue Service aim to minimise risk to the population within all areas of their role. This report is for information

7. LOCALISM:

- 7.1 SFRS will continue to identify areas of vulnerable people, carrying out Safe and Well Visits with the aim of reducing fires and increasing awareness of actions to take in the event of fire.
- 7.2 We will continue to work with community leaders to improve our awareness of cultural needs, improving partnership working.
- 7.3 Within Elmbridge there are a number of water courses including the River Thames. Sadly fatalities have occurred at these popular areas, most notably

Dominique Naylor, a 15 year old resident of the Borough and a pupil at Rydens school. SFRS in partnership with EBC & R.N.L.I are working together to support EBC's 10 year strategy to reduce the amount of fatalities caused by drowning by 50%. In the first year it has been planned to provide Pubs along the river Thames with throw lines, funded by EBC. Training in the use of the provided throw lines to bar staff is to be delivered by SFRS. It is also planned in the first year to install Emergency Throw Line notice boards placed at identified locations within the Borough. All partners will support the RNLI, national Respect the Water Campaign running from May to September.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 Recognize the achievements of the Borough teams within Elmbridge Borough and support their commitment to improve initiatives to reduce risk and make Elmbridge Borough safer through the delivery of the Borough/Station plan
- 9.2 Note the initiatives set within the Elmbridge Borough plan for 2016/17 and support the Fire and Rescue Service in the delivery of this plan.

10. WHAT HAPPENS NEXT:

- 10.1 Local Committee supports the Service as it continues its best endeavours to promote installation of working smoke alarms
- 10.2 Local Committee support the Service in the development and delivery of the 'Respect the Water' safety campaign.

Contact Officer:

Group Commander -Paul Kenny- 07968 834452-
Paul.kenny@surreycc.gov.uk

Assistant Group Commander- Kevin Noble 07800 621957-
kevin.noble@surreycc.gov.uk

Sources/background papers:

<https://www.surreycc.gov.uk/people-and-community/surrey-fire-and-rescue/about-surrey-fire-and-rescue/surrey-fire-and-rescues-aims-plans-and-governance/surrey-fire-and-rescues-priorities-plans-and-governance/how-surrey-fire-and-rescue-review-their-progress>

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (ELMBRIDGE)****DATE:** 4 December 2017**LEAD OFFICER:** Tina Donaldson, Community Resilience Advisor, Environment Agency**SUBJECT:** River Thames Scheme**DIVISION:** Thames-side areas of Elmbridge**SUMMARY OF ISSUE:**

To give an update about the River Thames Scheme (RTS). The scheme is a partnership project to reduce flood risk for Thames-side communities between Datchet (Royal Borough of Windsor & Maidenhead) and Teddington (London Borough of Richmond upon Thames), including Elmbridge.

RECOMMENDATIONS:**The Local Committee (Elmbridge) is asked to note:**

- (i) RTS is a partnership project, including Elmbridge Borough Council
- (ii) How the scheme will benefit communities within Elmbridge through current and proposed work until 2024.

REASONS FOR RECOMMENDATIONS:

The River Thames Scheme, the preferred option from the Lower Thames Strategy, has been ongoing since 2009. An update will be provided.

An update will also be given on our work with Thames-side communities in Elmbridge to develop community flood plans, understand local flood risk and to promote community preparedness for future flooding.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The River Thames between Datchet and Teddington has the largest area of undefended, developed floodplain in England. Over 15,000 homes and businesses within the area are at risk from flooding.
- 1.2 The River Thames Scheme will reduce the risk of flooding to homes, businesses and critical infrastructure (Roads, sewerage network, power supplies) between Datchet and Teddington.
- 1.3 The scheme consists of:
 - Construction of 14km of new flood channel, built in 3 sections between Datchet and Shepperton.
 - Improving the flow capacity of Sunbury, Molesey and Teddington weirs

www.surreycc.gov.uk/elmbridge

- Building community resilience through flood planning, Community Resilience Measures, and improved emergency planning
- Community Resilience Measures (CRM) are being considered for those communities that will remain at a high risk of flooding even once the engineered element of the River Thames Scheme are complete. Types of CRM may include permanent flood defences in the form of flood walls or embankments, temporary flood defences that can be deployed in advance of a flood or property level flood intervention that may include flood doors and barriers.
- Creating over 40 hectares of wildlife habitat and facilitating other recreational amenities such as footpaths and water based activities.

2. ANALYSIS:

- 2.1 Major flooding in this area would cause severe disruption to the local and regional road network. It would suspend several major drinking water abstractions supplying the South East and threaten up to 20 local electricity substations.
- 2.2 The River Thames Scheme will reduce the risk of flooding to homes, businesses and critical infrastructure (Roads, sewerage network, power supplies) between Datchet and Teddington.
- 2.3 The total economic benefit of the River Thames Scheme is estimated to be £2.4 billion. Elmbridge Borough Council is estimated to benefit from 0.7% of this figure.

3. OPTIONS:

- 3.1 Several design options have been considered and a preferred design has been selected following discussions with stakeholders across the scheme area.

4. CONSULTATIONS:

- 4.1 Several discussion workshops took place with stakeholders in 2015 and 2016 to seek feedback on scheme design options. Public events and smaller scale drop-ins have also been held across the scheme area in the last 3 years to share information and seek feedback. The last of these were held in November 2016. Further public events will be held in 2018 to inform the public and stakeholders about the final scheme outline design and enable discussion and questions about local impact. Lastly a Planning Application will be made in 2018 when a public enquiry will be held.
- 4.2 There are four Community Resilience Advisors (CRA) engaging with local riverside communities across the whole scheme area. Their role is to provide updates on the River Thames Scheme, gather local knowledge to feedback to the design team and assist communities with their Community Flood Plan to help increase their resilience to flooding. The CRA for the Thames-side areas of Elmbridge is Tina Donaldson.
- 4.3 As part of the Community Resilience Measures element of the scheme, consultation about potential solutions with those communities being considered will take place in 2018.

- 4.4 There is likely to be a public enquiry as part of the Planning Application process. The Planning process is likely to formally commence in 2018.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The scheme delivery is led by the Environment Agency in partnership with:
- Elmbridge Borough Council
 - Royal Borough of Kingston upon Thames
 - London Borough of Richmond upon Thames
 - Runnymede Borough Council
 - Spelthorne Borough Council
 - Surrey County Council
 - Royal Borough of Windsor and Maidenhead
 - Department for Environment Food and Rural Affairs (Defra)
 - Thames Water
 - Thames Regional Flood and Coastal Committee (RFCC)
- 5.2 The scheme is estimated to cost £500 - £600 million. The outline design is being finalised to identify construction and other efficiencies but it is likely that central government funding will be in the region of £230 million. Partnership funding must be secured for the remainder. Approximately £100m is already secured, including local councils contributions to the development of the scheme, leaving a funding gap of approximately £250 million.
- 5.3 Elmbridge Borough Council have been asked to fund a proportion of the funding gap in relation to their economic benefit.
- 5.4 We are exploring multiple avenues to reduce the funding gap including:
- Cost reduction and efficiencies through construction and procurement
 - Increasing the benefits case to increase our Grant in Aid eligibility
 - Contributions from beneficiaries and supporters

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 N/A

7. LOCALISM:

- 7.1 We are currently developing the outline designs for both the weirs and the flood channel to get the approval for a scheme that will bring the most benefit for everyone. As part of this, we are looking at how we manage water flows through the River Thames system. This includes how we control water

volumes and speed; and where we can store water in the system in times of large flood events.

- 7.2 The Community Resilience Advisor is engaging with communities in Molesey, Weybridge, Shepperton and Thames Ditton to assist in the development of flood plans to increase resilience and local self-reliance.
- 7.3 Community Resilience Measures are being considered for communities, including Elmbridge. Once we have completed initial assessments, and in conjunction with partner councils, we will identify areas that can be taken forward for more detailed appraisal and consultation with communities to select a preferred solution. CRM will not be suitable for all communities and properties. Our assessments will identify those measures that can be taken forward based on how much they cost and the benefit they provide along with engineering decisions.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	Set out below
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report

8.1 Sustainability implications

The River Thames Scheme is not just a flood alleviation scheme. The Scheme will provide social, environmental and economic benefits. It will create more than 40 hectares of new habitat for wildlife, unlock a range of recreational activities for local communities and create open spaces, public foot paths and cycle ways. We have been, and will continue to engage with local communities to hear their ideas and community aspirations to create a wonderful place to be in the Lower Thames.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The River Thames Scheme will reduce the risk of flooding to homes, businesses and critical infrastructure (Roads, sewerage network, power supplies) between Datchet and Teddington.
- 9.2 The scheme consists of:
 - Construction of 14km of new flood channel, built in 3 sections
 - Improving the flow capacity of Sunbury, Molesey and Teddington weirs
 - Building community resilience through flood planning, community resilience measures, and improved emergency planning

Creating over 40 hectares of wildlife habitat and creating recreational opportunities for a wide range of activities

- 9.3 Further public events to inform and seek feedback from residents and stakeholders will be held in 2018 and beyond. We ask that Councillors attend as necessary to share their views and ideas.
- 9.4 We recommend sign up to our quarterly newsletter for timely updates and progress on the River Thames Scheme. Sign up here:
<http://ow.ly/SzdH30d7F3h>

10. WHAT HAPPENS NEXT:

- 10.1 Outline Business Case (OBC), including the final outline design will be submitted to HM Treasury during 2018. The formal Planning process will commence once the OBC has been approved. Stakeholders and members will be updated through the scheme Sponsoring Group and Programme Board and future committee meetings. Residents will be informed through our newsletter and through Community Resilience Advisors attending and arranging community meetings.

Contact Officer:

Tina Donaldson, Community Resilience Advisor, 0203 025 9551
tina.donaldson@environment-agency.gov.uk or rts@environment-agency.gov.uk

Consulted:

Stakeholders, various council officers, ward councillors and members of the public

Annexes:

River Thames Scheme briefing note
Environmental Impact Assessment information sheet

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River Thames Scheme



4 December 2017

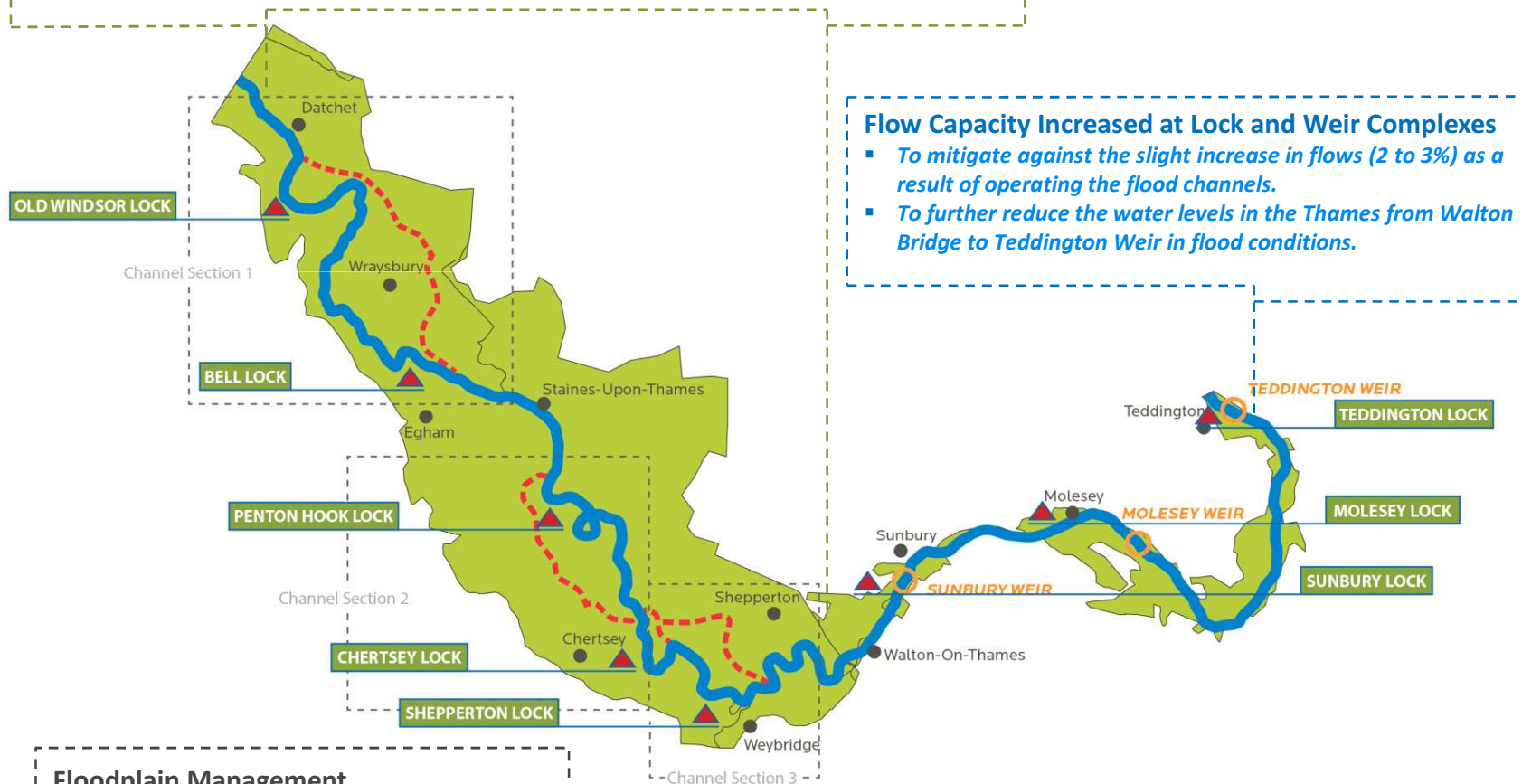
Elmbridge Local Committee



THE PROPOSED SCHEME

Flow Capacity Increased Through the Flood Plain

- Water flows through a new channel constructed in three sections near River Thames.
- Each channel section to allow flows to bypass two lock structures.
- Capacity improvements in the Desborough Cut area.



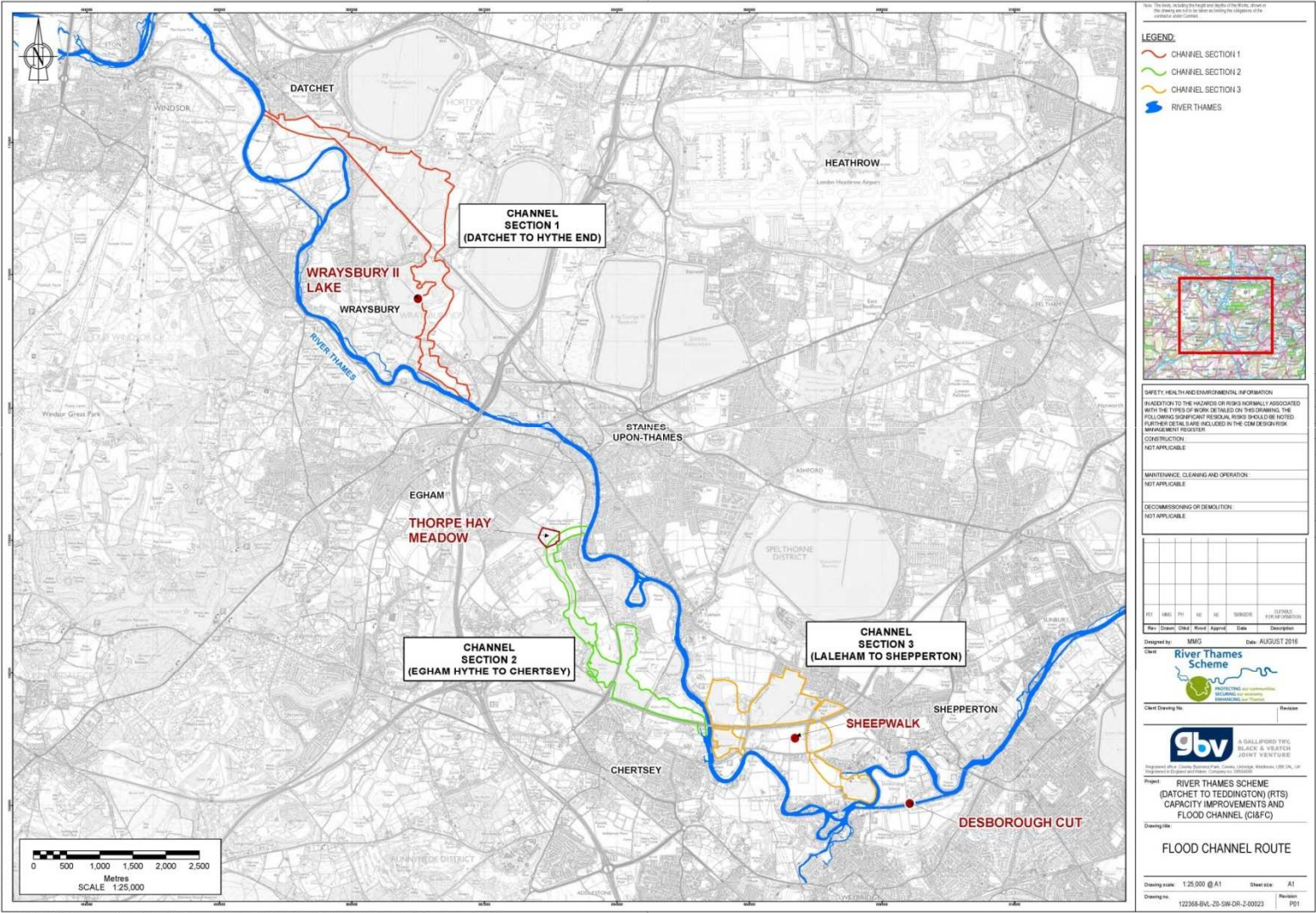
Flow Capacity Increased at Lock and Weir Complexes

- To mitigate against the slight increase in flows (2 to 3%) as a result of operating the flood channels.
- To further reduce the water levels in the Thames from Walton Bridge to Teddington Weir in flood conditions.

Floodplain Management

- Major incident planning.
- Community resilience measures for properties remaining at high risk.

FLOOD CHANNEL ROUTE



WHAT WILL THE CHANNEL LOOK LIKE?



NOT JUST A FLOOD SCHEME

- Habitat creation
- Recreation
- A tourist destination
- Critical infrastructure better protected
- Major Incident response



TECHNICAL ASSESSMENTS & FLOOD MODEL

Site investigation – analysis of over 1,000 test positions. 3D model of the ground.

New flood model developed - more detailed and includes all the tributaries. Tested against the 2003 & 2014 events.

Land and lake surveys - map the ground surface

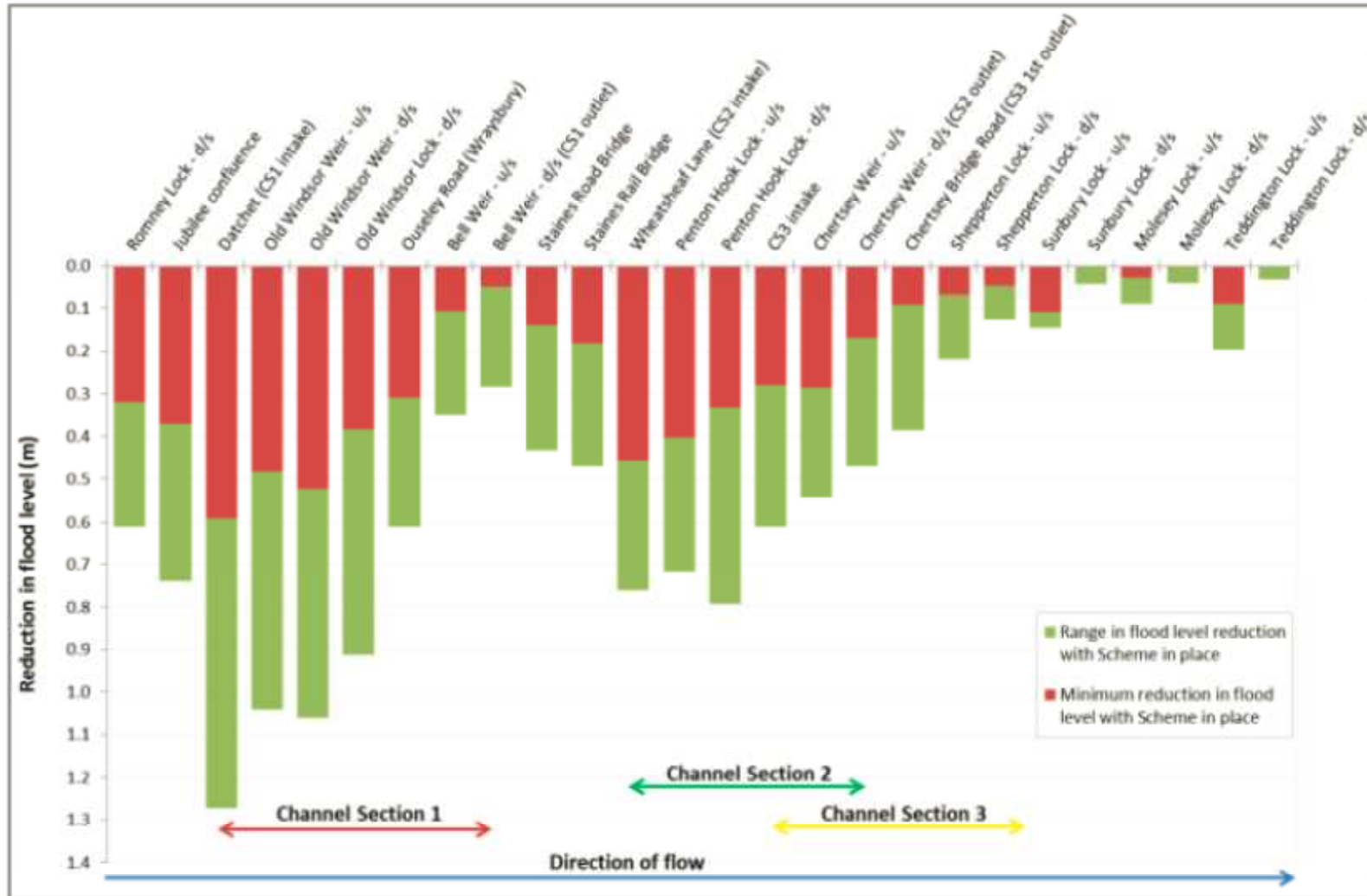
Flood model used to develop the concept design; the channel route, width, weir locations, levels, and testing of design options.

Materials management and landscape design - material reuse on site.

Environmental assessments – 3 years of survey data and still ongoing.

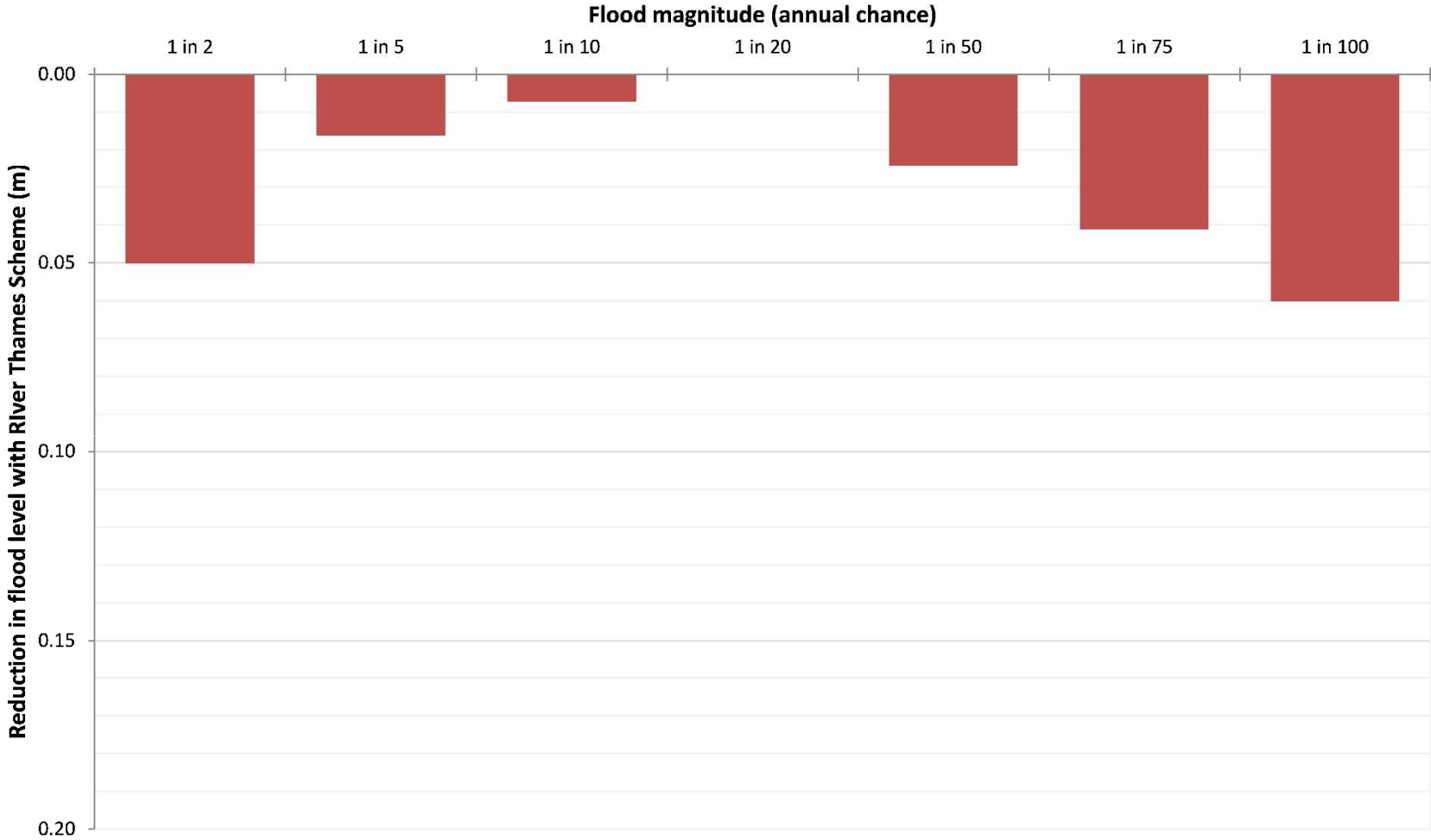


ENSURING EVERYONE BENEFITS FROM THE SCHEME



Results from latest version of 1D model for range of design floods

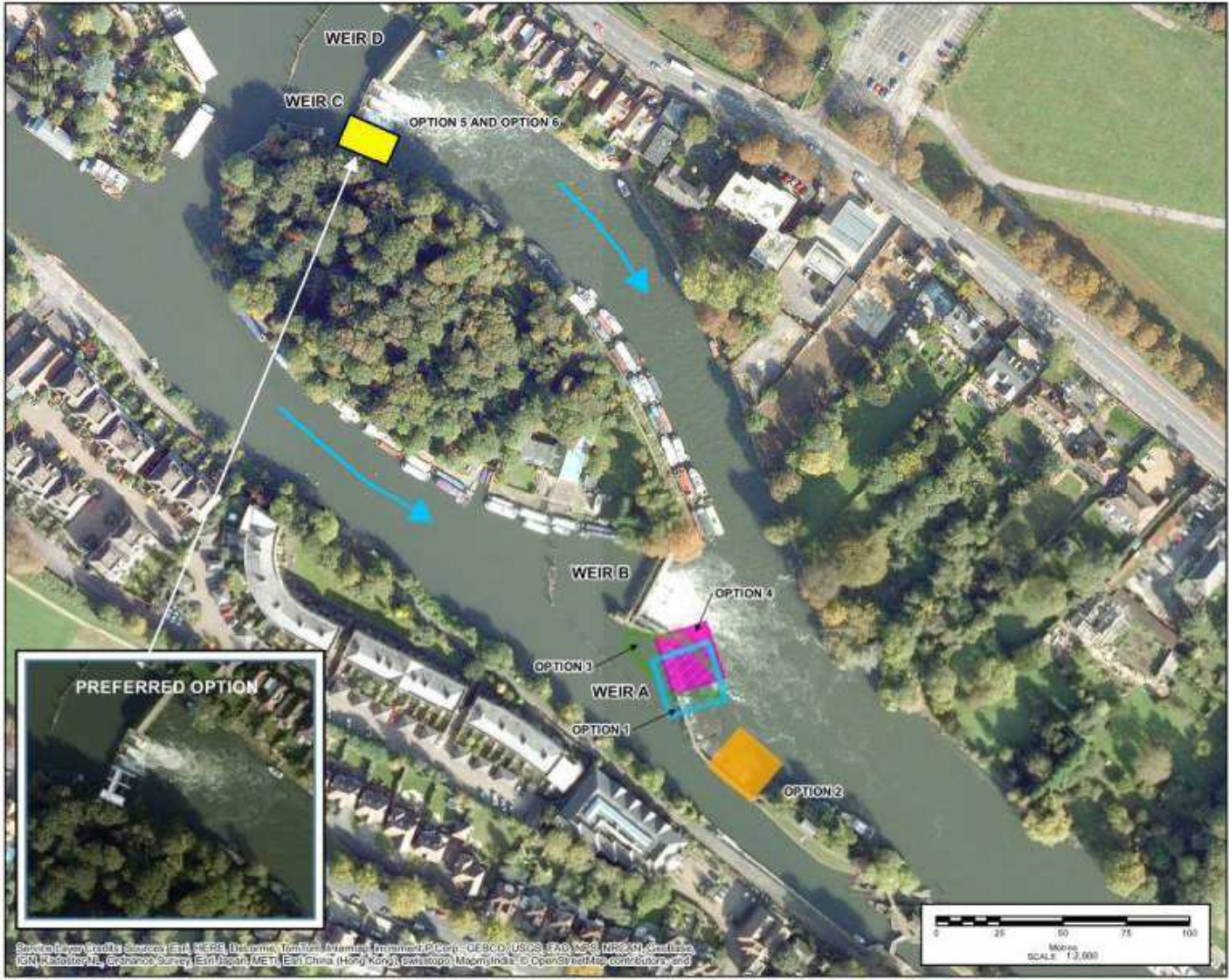
Impact of the River Thames Scheme at Thames Ditton Island



DESBOROUGH CUT



MOLESEY WEIR



Community Resilience Measures

Permanent defences



Temporary defences



Property Level Products (PLP)



Also considering alternative approaches for individual properties

COMMUNITIES IN ELMBRIDGE WE ARE WORKING WITH

- **Thames Ditton & Weston Green Flood Action sub group**
- **Thames Ditton Island**
- **Walton Lane residents**
- **Wheatleys Eyot residents**
- **Beasleys Ait Lane residents**
- **Friends of Hurst Park**
- **Garrick's Ait residents**
- **Hampton & Molesey Riverside Trust**
- **Molesey Residents Association**
- **River Ash Residents Association**

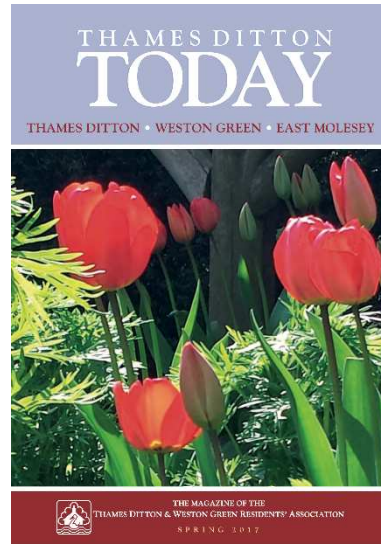


ENGAGING WITH COMMUNITIES



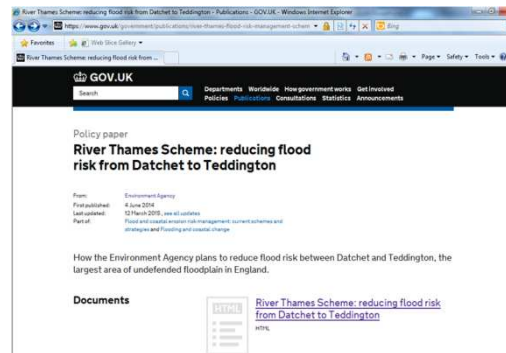
Ongoing work

- Newsletters
- Local resident meetings
- Local magazine articles



Coming up

- Design updates
- Community Resilience Measures



Flood warnings - know what to do?



**FLOOD
ALERT**

PREPARE

- Prepare a bag that includes medicines and insurance documents
- Visit [flood-warning-information.service.gov.uk](https://www.flood-warning-information.service.gov.uk)



**FLOOD
WARNING**

ACT

- Turn off gas, water and electricity
- Move things upstairs
- Move family, pets and car to safety



**SEVERE
FLOOD
WARNING**

SURVIVE

- Call 999 if in immediate danger
- Listen to emergency services and evacuate if told to do so

floodsdestroy.campaign.gov.uk

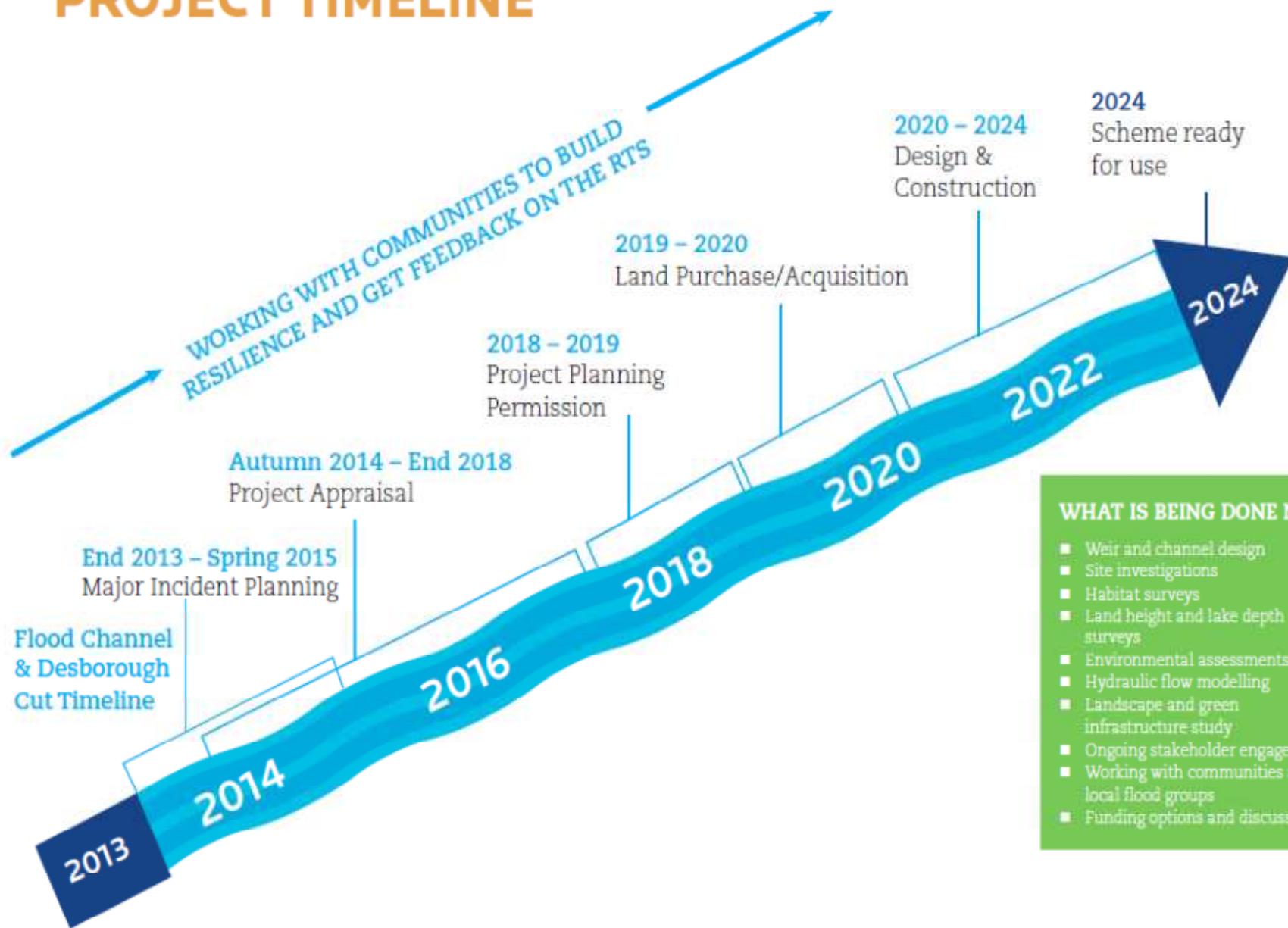
**FLOODS
DESTROY
BE PREPARED**

Floodline on 0345 988 1188

#floodaware



PROJECT TIMELINE



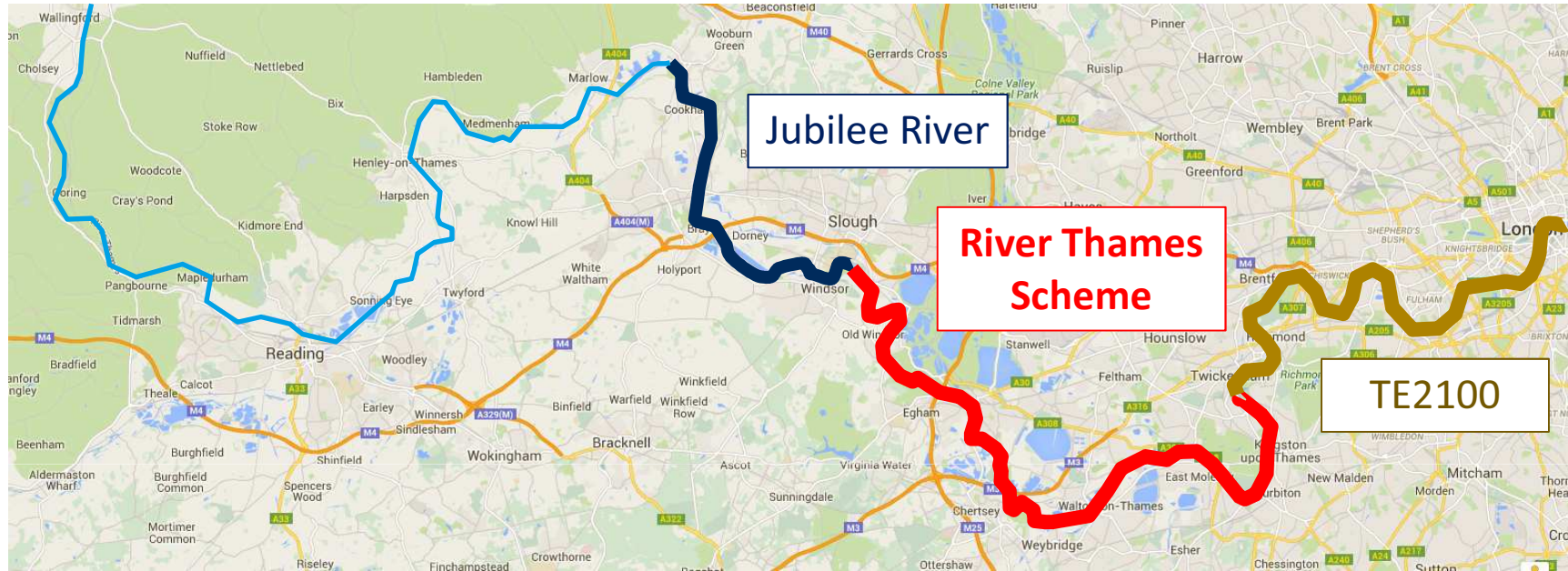
- WHAT IS BEING DONE NOW?**
- Weir and channel design
 - Site investigations
 - Habitat surveys
 - Land height and lake depth surveys
 - Environmental assessments
 - Hydraulic flow modelling
 - Landscape and green infrastructure study
 - Ongoing stakeholder engagement
 - Working with communities and local flood groups
 - Funding options and discussions

FUNDING

RTS officially estimated to cost a total of **£476m** with a funding gap of **£228m**

Revised costs and benefits to be included once finalised by the project in time for the Local Committee meeting

Oxford FAS



River Thames Scheme in context



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Elmbridge Local Committee Decision Tracker

This tracker monitors progress against the decisions that the Local Committee has made. It is updated before each committee meeting. (*Update provided at 22/11/2017*).

- Decisions will be marked as 'open', where work to implement the decision is ongoing.
- When decisions are reported to the committee as **complete**, they will also be marked as 'closed'. The Committee will then be asked to agree to remove these items from the tracker.
- Decisions may also be 'closed' if further progress is not possible at this time, even though the action is not yet complete. An explanation will be included in the comment section. In this case, the action will stay on the tracker unless the Committee decides to remove it.

Meeting Date	Item	Decision	Status (Open / Closed)	Officer	Comment or Update
7 December 2015	10	Map Modification Order for Turners Lane & Burhill Road made, be advertised & be submitted to the Secretary of State.	Closed	Countryside Access Officer (Dan Williams)	The order was advertised, but as 2 objections were received it now needs to be referred to the Secretary of State for determination. Due to a small process error the legal order needed to be re-advertised (Due date amended). Confirmation of order may not be until Spring 2018 as an Inquiry is likely to be considered necessary by Secretary of State.
3 October 2016	6b	To amend school keep clear markings at pedestrian entrance outside St Lawrence Junior School	Open	Parking Engineer (Adrian Harris)	Objection period ended 22 September 2017. Currently considering objections. Final decisions, which should be made by the end of 2017 after which detailed design and implementation can take place.

Meeting Date	Item	Decision	Status (Open / Closed)	Officer	Comment or Update
3 October 2016	11	Changes to parking restrictions in the Moleseys and the Dittons to be advertised and implemented.	Open	Parking Engineer (Adrian Harris)	Objection period ended 22 September 2017. Currently considering objections. Final decisions, which should be made by the end of 2017 after which detailed design and implementation can take place.
27 February 2017	6	Ensure Silverdale Ave, Oxshott is included in next Cobham/Oxshott parking review	Open	Parking Engineer (Adrian Harris)	This will be considered as part of the next review due to begin early 2018. (depending on LC decision on future parking strategy).
27 February 2017	10	Install bus clearways in Effingham Rd, Long Ditton	Closed	Senior Engineer Enforcement (Mark Borett)	Installation of bus stop clearway markings and associated signs completed 13th October 2017. Complete
27 February 2017	12	Changes to parking Restrictions in Esher, Claygate & Hinchley Wood to be advertised and implemented.	Open	Parking Engineer (Adrian Harris)	Objection period ended 22 September 2017. Currently considering objections. Final decisions, which should be made by the end of 2017 after which detailed design and implementation can take place.
26 June 2017	7	<ul style="list-style-type: none"> Subject to outcome of work with sustainable travel team with Royal Kent Cof E to consider whether a feasibility study is appropriate. Consider installing advisory no HGV signs in Triangle area. 	Open Closed	Senior Traffic Engineer (Peter Shimadry) Senior Traffic Engineer (Peter Shimadry)	Awaiting discussions with sustainable travel team on the outcomes of their work. A sign and fixing would cost approx. £80 if a suitable fixing point is available. If a post is required this would be an additional £170 approx. Funding would need to be identified

Meeting Date	Item	Decision	Status (Open / Closed)	Officer	Comment or Update
					by the Committee. Complete
26 June 2017	11	<ul style="list-style-type: none"> To introduce bus stop clearways in Ambleside Avenue, Walton on Thames, and in Milbourne Lane, Esher. Reassess parking proposals in roads in the vicinity of Hampton Court Station. 	Open Open	Area Highways Officer (Nick Healey) Parking Engineer (Adrian Harris)	Discussions on this to begin in December 2017.
26 June 2017	12	Bids to be invited for £3,000 community safety funding.	Closed	Partnership Committee Officer (Nicola Morris)	Following consultation with the Chairman and Vice-Chairman, £1800 was awarded to the Elmbridge Community Safety Partnership for Respect the Water Campaign and £1200 to help Elmbridge young people attend the Safe Drive Stay Alive Presentations. Complete
14 September 2017	9	Complete review of road signs in Esher Green Implement new road tables at Llamas Lane and Church Street	Closed Closed	Area Highways Manager (Nick Healey) Area Highways Manager (Nick Healey)	Updates will be provided in the Highways Update report. Complete Updates will be provided in the Highways Update report. Complete

Meeting Date	Item	Decision	Status (Open / Closed)	Officer	Comment or Update
14 September 2017	10	Changes to parking Restrictions in Walton on Thames & Hershaw to be advertised and implemented. Fir Close to be added to the list of roads to be included in the informal consultation on additional restrictions	Open Closed	Parking Engineer (Adrian Harris) Parking Engineer (Adrian Harris)	Informal consultations took place on the six potential permit scheme locations identified as part of the review. The consultations closed on 6 and 13 November. Expect the final decisions about whether to proceed with any permit schemes to be made before the end of 2017 following discussions with applicable county councillors. Subsequently, advertising of all the schemes proposed as part of the review can take place, expected early 2018.