

# Agenda

Elmbridge  
Local Committee

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

## Discussion

Parking Update – *Adrian Harris*  
Highways Update – *Peter Shimadry*  
Community Safety Funding – *Nicola Morris*



## Venue

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

**Date:** Monday, 11 June 2018

**Time:** 4.00 pm



**SURREY**

# You can get involved in the following ways

# Get involved

## ***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.

## ***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](mailto:nicola.morris@surreycc.gov.uk)

*Tel:* 07968 832 177 (text or phone)

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



Follow @ElmbridgeLC on Twitter, Facebook, Instagram

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 Steve Bax, Molesey East  
Cllr Andrew Davis, Weybridge Riverside  
Cllr Peter Harman, St George's Hill  
Cllr Malcolm Howard, Walton South  
Cllr Mary Marshall, Claygate  
Cllr Christine Richardson, Walton Central  
Cllr Chris Sadler, Walton Central  
Cllr Mrs Mary Sheldon, Hersham Village

Chief Executive  
**Joanna Killian**

#### **Borough Council substitute members**

Cllr Ian Donaldson, Weybridge St George's Hill  
Cllr Christine Elmer, Walton South  
Cllr Barry Fairbank, Long Ditton  
Cllr Alan Kopitko, Walton North  
Cllr Dorothy Mitchell, Cobham and Downside  
Cllr Karen Randolph, Thames Ditton  
Cllr Janet Turner, Hinchley Wood and Weston Green  
Cllr James Vickers, Oxshott and Stoke D'Abernon  
Cllr Simon Waugh, Esher

#### **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. **Free wifi available for visitors.**

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 via the Council's internet site or on social media - 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 representative of **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 APPOINTMENT OF CHAIRMAN AND VICE-CHAIRMAN OF THE LOCAL COMMITTEE FOR 2018/19 [FOR INFORMATION]**

To note the appointment by Council of County Councillor John O'Reilly as Chairman and County Councillor Peter Szanto as Vice-Chairman of the Local Committee for the current municipal year.

### **2 APPOINTMENT OF BOROUGH COUNCIL SUBSTITUTE MEMBERS [EXECUTIVE FUNCTION - FOR DECISION]**

Under the County Council's Constitution (Part 4. Standing Orders, Part 3 40 (f)) no substitutes are permitted for district/borough council co-opted members of local committees, unless a local committee agrees otherwise at its first meeting following the Council's annual meeting and in relation to all meetings in the following year, upon which named substitutes will be appointed to the Local Committee on the nomination of the relevant district/borough council.

The Local Committee is therefore asked to decide whether it wishes to co-opt substitutes in the municipal year 2018/19. Elmbridge Borough Council has nominated 9 Borough Councillors and 9 substitutes to serve on the Local Committee for the municipal year 2018-2019. Jonanna Killian, Chief Executive, has now confirmed these appointments as follows, subject to the agreement by the Committee to permit substitutes:

#### **ELMBRIDGE BOROUGH COUNCIL APPOINTED MEMBERS [9]**

Cllr David Archer [Esher]  
Cllr Steve Bax [Molsey East]  
Cllr Andrew Davis [Weybridge Riverside]  
Cllr Peter Harman [Weybridge St George's Hill]  
Cllr Malcolm Howard [Walton South]  
Cllr Mrs Mary Marshall [Claygate]  
Cllr Mrs Christine Richardson [Walton Central]  
Cllr Chris Sadler [Walton Central]  
Cllr Mary Sheldon [Hersham Village]

### **Elmbridge Borough Council Substitutes [9]**

Cllr Ian Donalson [Weybridge St George's Hill]

Cllr Mrs Christine Elmer [Walton South]

Cllr Barry Fairbank [Long Ditton]

Cllr Alan Kopitko [Walton North]

Cllr Dorothy Mitchell [Cobham & Downside]

Cllr Mrs Karen Randolph [Thames Ditton]

Cllr Mrs Janet Turner [Hinchley Wood and Weston Green]

Cllr James Vickers [Oxshott and Stoke D'Abernon]

Cllr Simon Waugh [Esher]

### **3 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS**

To receive any apologies for absence and notices of substitutions, if agreed under item 2, from Borough members under Standing Order 39.

### **4 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.

### **5 CHAIRMAN'S ANNOUNCEMENTS**

To receive any Chairman's announcements.

### **6 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.

### **7 PETITIONS**

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.

(Pages 1 - 4)

One petition has been received and an officer response is provided:

**Portsmouth Road, Long Ditton - for traffic lights or a pedestrian crossing to be sited ideally near the Windmill Lane intersection.**

- 8 MINUTES OF PREVIOUS MEETING** (Pages 5 - 10)
- To approve the Minutes of the previous meeting as a correct record.
- 9 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.
- 10 WALTON ON THAMES AND HERSHAM PARKING REVIEW [EXECUTIVE FUNCTION - FOR DECISION]** (Pages 11 - 18)
- To consider approval for a number of minor additions to the previously agreed recommendations for changes to parking in Walton on Thames and Hershham.
- 11 HIGHWAYS UPDATE [EXECUTIVE FUNCTION - FOR DECISION]** (Pages 19 - 70)
- This report summarises progress with the Local Committee's programme of Highways works for the current Financial Year 2018-19.
- Recommendations are made for various programmes and projects, including a large scale patching programme, to complement the countywide Horizon and Winter Damage programmes.
- Members are encouraged to start considering the strategy and priorities for next Financial Year, 2019-20.
- 12 LOCAL COMMITTEE COMMUNITY SAFETY FUNDING [EXECUTIVE FUNCTION - FOR DECISION]** (Pages 71 - 78)
- The local committee has a delegated budget of £3,000 for community safety projects in 2018/19. This report sets out the process by which this funding should be allocated to the Community Safety Partnership and/or other local community organisations that promote the safety and wellbeing of residents.
- 13 REPRESENTATION ON TASK GROUPS AND EXTERNAL BODIES [EXECUTIVE FUNCTION - FOR DECISION]** (Pages 79 - 88)
- This report seeks the approval of Local Committee task group members and the appointment of representatives to external bodies.
- 14 LOCAL COMMITTEE DECISION TRACKER [FOR INFORMATION]** (Pages 89 - 94)
- This item provides an update on previous decisions and actions agreed by the Committee. The Committee are asked to agree that the items marked as complete are removed from the tracker.
- 15 DATE OF NEXT MEETING [FOR INFORMATION]**
- Monday 24 September 2018 at 4pm, Elmbridge Civic Centre.

# SURREY COUNTY COUNCIL



SURREY

## LOCAL COMMITTEE (ELMBRIDGE)

DATE: 11 June 2018  
 SUBJECT: A petition signed by 2,179 people for the installation of traffic lights or a pedestrian crossing to be sited in or around the Ditton Reach area of the Portsmouth Road  
 DIVISION: The Dittons

### **PETITION DETAILS:**

This is the scene of the incident on the Portsmouth Road, Long Ditton in which my sister was fatally injured. Please join in my Petition to the local Council for Traffic lights or a Pedestrian crossing to be sited on this busy road, ideally by the Windmill Lane intersection. My hope is that further fatalities will be avoided with an appropriate traffic calming measure and a new pedestrian crossing point so that Billie's death will not have been in vain.

### **RESPONSE:**

A petition was presented to Elmbridge Local Committee at its meeting in December 2014. In summary the petition requested

**“... due consideration to installing either a Pedestrian Crossing or a traffic island by Ditton Reach in order to facilitate a safer crossing point. Residents include an older population and find particular difficulty in crossing this extremely busy road.”**

The petitioners spoke at the meeting, explaining the situation and the difficulties in crossing particularly for the elderly and infirm. A crossing point outside the City Arms pub was suggested, and the needs of the scouts and the residents of City Wharf House noted. The presentation highlighted concerns that “there will be a fatality which is why they are asking for a zebra crossing or refuge island”.

A response to the petition was reported to Elmbridge Local Committee at its meeting in February 2015. The response referred to the road layout, cycle lane, parking and information on collisions resulting in injury. It commented on types of crossing (zebra, puffin, refuge island) and their likely costs. The Committee agreed “to include a feasibility study scheme on ITS [Integrated Transport Schemes] schedule of works, which is to be programmed by this committee and the Divisional Member, in due course.”

Highways improvement schemes, such as crossings, changes to speed limits or alterations to road layouts, are promoted via the local committee for Elmbridge. The publicly-elected committee must support any requests for the council to make improvements, with consideration of all schemes and available funding.

A crossing point was recommended to be the subject of a feasibility study, reported to Elmbridge Local Committee in December 2016. It was included in the forward programme in February 2017. The Committee funded a feasibility study with the intention that, should suitable measures be identified, a bid for Community Infrastructure Levy (CIL) funding would be made to Elmbridge Borough Council to enable construction. For some time Committee has not had the means to deliver schemes of any significant size but the CIL process has given the opportunity to develop schemes for funding bids.

The study assessed the feasibility of a crossing point on Portsmouth Road, between the junction with Ferry Road/Thorkhill Road and the bus stop on the eastbound side of the carriageway near to the junction with Prospect Road. The study was reported to Elmbridge Local Committee in March 2018. Prior to this, the works had developed sufficiently to make a bid for CIL funding in January 2018. The bid was accepted by the Strategic Spending Board and it was recommended that "£160,000 be allocated to Surrey County Council to improve the pedestrian facilities in three separate priority locations across the Borough." This allocation included £50,000 for facilities on Portsmouth Road, Long Ditton.

The recent study, and subsequent recommended scheme, did not include for a zebra or other signalised crossing. A refuge island as proposed provides benefits for pedestrians relatively close to the most direct desire line, and is considered suitable for the likely level of demand. The study, and subsequent funding bid and allocation, also included improvements to pedestrian facilities in the vicinity such as dropped kerbs and tactile paving.

It should be noted that the recommendation for funding from the Elmbridge Strategic Spending Board includes "confirmation that a pedestrian refuge island would be installed at the crossing points in both the Cobham [a separate scheme included in the funding application] and Long Ditton pedestrian schemes". It also includes the condition that specific timescales be adhered to, namely:

- December 2018 – completion of design
- 31 December 2019 – completion of construction of scheme

The proposed scheme has been discussed with County and Borough Councillors. The current intention is to consult with the public on the option as recommended in the feasibility report, for a refuge island to the east of Windmill Lane. This is recommended in terms of the anticipated benefits, available funding and projected scheme costs, potential impacts during construction and adherence to the funding conditions. The scheme will be subject to independent road safety audit as design progresses. A further independent safety audit will take place following construction.

The consideration of a zebra or signalised crossing would require further assessment works and, should a feasible option be identified, further funding. The progression of the proposed scheme does not preclude the consideration of further measures on this section of Portsmouth Road.



Surrey County Council works in partnership with Surrey Police to identify and address highway safety issues. This includes the monitoring of collision data and identification of measures to attempt to reduce casualties at a particular site, such as physical changes, enforcement, or educational campaigns. The Police share information of recent incidents with the council through the safety partnership initiative. The recent (April 2018) Road Safety Working Group meeting of Surrey County Council and Surrey Police reported that police investigation was currently ongoing into the tragic incident on Portsmouth Road. Surrey Police's Road Safety and Traffic Management Team have advised that a court case was heard in April and the road safety partnership will include at its next meeting.

**RECOMMENDATION**

The Local Committee is asked to:

- (i) *Note the petition and response.*

**Contact Officer:**

Peter Shimadry, Senior Engineer, North East Area Highways Team

---

This page is intentionally left blank

**DRAFT**

Minutes of the meeting of the  
**Elmbridge LOCAL COMMITTEE**  
 held at 4.00 pm on 5 March 2018  
 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

---

**OPEN FORUM****1/18 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]**

Apologies for absence were received from Tony Samuels and Cllr Roy Green.

**2/18 DECLARATIONS OF INTEREST [Item 2]**

Mr Tim Oliver declared a personal interest in the proposed crossing on the Portsmouth Road in Item 8 as he is Chairman of Governors at Esher College and the crossing could be of benefit to students.

**3/18 CHAIRMAN'S ANNOUNCEMENTS [Item 3]**

The Chairman reminded members that they had recently been sent a questionnaire seeking their views on the operation of Local Committees and encouraged them to complete it if they had not done so already.

**4/18 WRITTEN PUBLIC QUESTIONS AND STATEMENTS [Item 4]**

Three public questions were received. The questions and responses were published with the agenda and supplementary papers for the Committee.

In relation to question 3, Mr Bellchamber highlighted that a number of requests for advertisements on roundabouts had been refused planning permission, but this had subsequently been overturned on appeal and that the views of the highway authority are crucial in these decisions. He suggested that to achieve consistency and to avoid street clutter, Surrey highways should always advise refusal on safety grounds irrespective of location. The Area Highways Manager responded that there is no clear evidence to say that signs can contribute to making roads less safe and signs are currently permitted for roundabout sponsorship, bus stop advertising and on A boards associated with retail premises, so it would be inconsistent to have a blanket refusal of all signs.

**5/18 PETITIONS [Item 5]**

No petitions were received.

**6/18 MINUTES OF PREVIOUS MEETING [Item 6]**

The minutes were confirmed as a correct record.

**7/18 MEMBER QUESTION TIME [Item 7]**

One member question was received, the question and response was published with supplementary agenda. Cllr Woolgar asked when the information would be available on the website and whether figures on responses to the consultation would be available. It was reported that it was hoped that the website would be updated by the end of the week, it was not known whether the figures would be published on the website but they had already been shared with county members who could forward that information.

**8/18 COLIN KEMP, CABINET MEMBER FOR HIGHWAYS - UPDATE [FOR INFORMATION] [Item 9]**

**Declarations of interest:** None

**Officers attending:** Nick Healy, Area Highways Manager

**Petitions, Public Questions/Statements:** None

**Member Discussion** – key points

The Cabinet Member for Highways, Colin Kemp summarised the information provided to members in the report and drew members attention to a revision to Annex 1 which is attached to these minutes. He highlighted that the report was not for consultation, but he would consider member comments particularly in relation to schemes in future years. Members were asked to submit any comments to the Area Highways Manager. Members queried why roads on the previous lists do now not appear anywhere and why small areas between resurfaced roads were not included. The Cabinet member

acknowledged that planning can be improved and that Annex 3 will evolve as further information becomes available.

Members asked whether smaller sections of roads could be considered rather than the whole length. The Cabinet member agreed to check if this was possible.

It was queried whether it was still possible to install white lines over driveways and if concrete roads would ever be included in the Horizon programme. White lines would need to be considered by the parking team. Concrete roads are generally structurally sound and would therefore not be considered for resurfacing although many of them look unsightly as a result of previous surface dressing. However they could possibly be considered for local committee funding. There was concern that they could present a potential safety hazard for pedestrians and cyclists.

A member asked why potholes often seem to fail and have to be redone and why they are not sealed with tar. The Cabinet member responded that sealing with tar is now considered to be unsafe as the surface can be a slip hazard. There will be some occasions where the initial repair is temporary to address a safety issue and the contractor will return later to make a full repair. This does not cost the county council any more. He encouraged members and residents to report road defects through the county council reporting system to enable issues to be addressed. It was suggested that more information should be provided to residents on the criteria and timescales for repair.

The Committee congratulated the Cabinet member on the communication received during the recent bad weather which had enabled them to respond to residents effectively.

The Committee noted the report and the Cabinet member undertook to return to a future meeting to discuss the 2019/20 programme.

### **Revised Annex 1 to item 9**

#### **9/18 HIGHWAYS UPDATE [EXECUTIVE FUNCTION - FOR DECISION] [Item 8]**

**Declarations of interest:** Tim Oliver declared a personal interest in the crossing on Portsmouth Road as Chairman of the Governors of Esher College whose students may benefit.

**Officers attending:** Nick Healy, Area Highways Manager

**Petitions, Public Questions/Statements:** None

**Member Discussion** – key points

The Area Highway Manager reported that a number of bids had been submitted to Elmbridge Borough Council for funding via the Community Infrastructure Levy. The member panel had recommended £315k worth of bids for acceptance and the final decision would be made by the Cabinet on 14 March. Two bids for resurfacing had been deferred, the Chairman

## ITEM 8

commented that these bids had been put forward unanimously by the Local Committee and he hoped that the Cabinet would agree to these bids in addition to those recommended for approval.

The Area Highways Manager reported that the County Council had agreed to provide additional funding to the Local Committee in 2018/19, an additional £1.4m to be divided equally between the 11 Committees and £7.5k per county member to be spend on local highway projects. The criteria for spending this funding are still being finalised, but he suggested that 80% of the additional funding could be spent on large scale patching and 20% on large scale vegetation work. Once the criteria are finalised, subject to agreement to this approach by the Committee, officers will look at the list of suggested potential schemes and prioritise them for discussion with the Chairman and Vice-Chairman. The team would work with individual members to discuss priorities for the additional £7.5k allocated to them.

Potential pedestrian crossing schemes were discussed. Crossings can sometimes disrupt traffic flow and increase congestion and the Committee will need to balance the needs of different highway users. Members felt that it would sometimes be beneficial to see speed data at these locations outside of peak times when speeds may increase and data on who may want to cross if it was safer to do so. In respect of the proposed crossing in Hershams the next stage is to look at the affect on traffic flows based on estimates of usage. This is expected to have a cost of around £2-3k. The Committee agreed that this would be useful.

Resolved:

- (i) To authorise the Area Highway Manager, in consultation with the Chairman and Vice Chairman, to draw funds from the original £370,000 parking surplus allocation to develop ITS schemes according to the needs of Committee's ITS programme, up to a maximum of £370,000;
- (ii) To authorise the Area Highway Manager, in consultation with the Chairman and Vice Chairman, to allocate the additional Highways revenue funding to suitable and beneficial activities and projects, once the details of additional funds have been confirmed;
- (iii) 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: Committee's programme of Highways investment for 2018-19 was agreed by Committee in December 2017.

Previously allocated parking surplus funding needs to be tailored to the needs of Committee's ITS programme.

To be able to invest the additional Highways revenue funding in year, it is essential to allocate funds to specific activities and projects as soon as possible.

Officers will update Committee when the outcome of the CIL bids is known. Committee is asked to provide the necessary authorisation to deliver those programmes of work in consultation with the Chairman, Vice Chairman and

relevant Divisional Member without the need to revert to the Committee as a whole.

**10/18 EARLY HELP PRIORITIES [EXECUTIVE FUNCTION - FOR DECISION]  
[Item 10]**

**Declarations of interest:** None

**Officers attending:** Chris Beck, Elmbridge Families Service Manager

**Petitions, Public Questions/Statements:** None

**Member Discussion – key points**

The Families Service Manager reported that paragraph 10.3 of the report should be deleted as the planned consultation has been delayed until the summer to ensure an integrated approach.

He reported that the Early Help Advisory Board has made a good start and that local family partnerships have been established based on existing networks.

A member asked why there were no financial implications identified in the report when the service budget has been cut. It was acknowledged that reductions in budget have been made but they have no direct implications for the work outlined in the report.

It was noted that this work had arisen from an Ofsted inspection which highlighted the need for better co-ordination of early help activity. Ofsted have visited again recently and noticed the positive changes put in place.

Key to the success of this approach is for communities, particularly those in high need, to be invested in the change and to work together. Councillors could contribute by promoting the approach to ensure that it is not something seen as being imposed and helping to ensure that all key players are aware and involved.

Resolved:

- (i) To support the latest early help developments in Elmbridge, including proposed early help priorities for re-commissioning and the location of Local Family Partnerships;
- (ii) That Cllrs Mrs Mary Sheldon and Dr Peter Szanto be appointed to sit on the Elmbridge Early Help Advisory Board, to provide member input into local discussions and a link back to the committee for the remainder of 2017/18 and 2018/19.

Reasons: We want Local Members to be informed about the proposals that we have been developing in partnership for the early help system in Surrey. We believe these proposals will help us realise better outcomes for children and young people within the early help resources we have available. We also know however that early help is most effective when it is planned and

ITEM 8

delivered locally, so we are seeking the advice of the Local Committee to inform our identified local priorities.

**11/18 LOCAL COMMITTEE DECISION TRACKER [FOR INFORMATION] [Item 11]**

Noted the updated decision tracker and agreed to remove those items marked as closed.

**12/18 DATE OF NEXT MEETING [FOR INFORMATION] [Item 12]**

Monday 11 June 2018 at 4.00pm, Elmbridge Civic Centre

Meeting ended at: 5.27 pm

---

**Chairman**



**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (ELMBRIDGE)****DATE:** 11 June 2018**LEAD OFFICER:** Adrian Harris – Engineer, Parking Project Team**SUBJECT:** WALTON ON THAMES AND HERSHAM PARKING REVIEW**DIVISION:** Walton, Walton South and Oatlands, and Hersham**SUMMARY OF ISSUE:**

To consider approval for a number of minor additions to the previously agreed recommendations for changes to parking in Walton on Thames and Hersham.

**RECOMMENDATIONS:**

**The Local Committee (Elmbridge) is asked to agree:**

- I. 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. If objections are received the Parking Strategy and Implementation Team Manager is authorised to try and resolve them;
- III. 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 FOR RECOMMENDATIONS:**

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.

It is recommended that the waiting restrictions in this report are progressed as they will help to:

- Improve road safety
- Increase access for emergency vehicles
- improve access to shops, facilities and businesses
- Increase access for refuse vehicles, buses and service vehicles
- Reduce traffic congestion
- Better regulate parking

<b>1 INTRODUCTION AND BACKGROUND:</b>
---------------------------------------

- 1.1 At the meeting of 14 September 2017 the local committee gave authorisation to advertise the traffic orders required for a number of new parking controls.
- 1.2 As agreed at the September meeting the parking team have carried out a number of consultations to determine whether or not to advertise proposals to introduce permit parking schemes in a number of locations in the area.
- 1.3 Some of the consultations resulted in very strong feedback from residents, both in favour and against the permit scheme idea. As such, making the final decisions about what to do in light of the feedback was a difficult and time-consuming process. Although these decisions have now been made, they were not finalised until May 2018, which has caused a small delay in advertising the proposals. Advertising is now expected to take place on 8 June, with a period of four weeks allowed for the public to make representations.
- 1.4 A number of small additional schemes, or slight modifications to the proposals approved at the September 2017 meeting, have been suggested, and we are seeking approval from these schemes.
- 1.5 These additional proposals will be advertised with the Walton and Hersham parking review, and should therefore have already been advertised by the time of this meeting. If the committee, for some reason, decides not to agree these schemes the traffic orders will not be made and the proposals will not be installed.

<b>2 ANALYSIS:</b>
--------------------

- 2.1 The schemes in question are:
  - Drawing 1 – Waterside Drive. Additional double yellow lines proposed in-front and opposite the new access to the leisure centre in order to improve safety and access at the junction.
  - Drawing 32 – Oatlands Avenue. Extension of existing double yellow lines proposed at the junction with Woodland Grove, to improve sightlines at the junction.
  - Drawing 53 – Oakbank Avenue. Formalise existing advisory disabled parking bay, to prevent abuse of the bay by non-blue badge holders.
  - Drawing A1 - Julian Hill, Weybridge. Introduce double yellow lines on one side of the road to prevent the current practice of parking on both sides of the road which causes obstruction of the carriageway and both footways. Note – although this will not be part of the Walton and Hersham parking review, it is being advertised alongside it to save costs and bring the scheme into force as soon as practicably possible due to the safety concerns at this location and the problems of access for larger vehicles, in particular the borough council's refuse lorry.
- 2.2 Please see Annex 1 for the drawings pertaining to these proposals.

**3 OPTIONS:**

- 3.1 Agree the recommendations in this report and the proposals as outlined in Annex 1 and give authorisation for the making of the traffic regulation orders subject to any objections to them being resolved or overruled.
- 3.2 Do not authorise the making of traffic regulation orders for these proposals. The parking controls would remain unaltered - however this will not resolve any of the identified parking problems.

**4 CONSULTATIONS:**

- 4.1 Engagement with the local community will be take place as part of the traffic order advertising process.

**5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 At the meeting of 23 February 2015 the local committee agreed to dedicate its portion of the surplus from the on street parking account to funding the development and implementation of the parking reviews. The proposals in this report would therefore have no impact on any other funding streams.

**6 EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 No significant implications arising from this report.

**7 LOCALISM:**

- 7.1 The local community has been engaged with in terms of developing the proposals and ideas set out within this report. When the proposals within Annex 1 are advertised this will enable additional input from the local community.
- 7.2 When the proposals are advertised, we will erect street notices at all locations affected, notify residents adjacent to the proposed controls via a post card, and make copies of the proposals available for inspection at local council offices/buildings and on our website.

**8 OTHER IMPLICATIONS:**

<b>Area assessed:</b>	<b>Direct Implications:</b>
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

**9 CONCLUSION AND RECOMMENDATIONS:**

- 9.1 The county council's intention to introduce the proposals in Annex 1 is formally advertised, and subject to statutory consultation.
- 9.2 If objections are received the Parking Strategy and Implementation Team Manager is authorised to try and resolve them;
- 9.3 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.

**10 WHAT HAPPENS NEXT:**

- 10.1 We aim to have any agreed schemes implemented within six months of the initial committee approval date.
- 10.2 Once comments and objections have been considered, we will make the new traffic regulation orders and amendments to the existing traffic regulation orders, and introduce the agreed new parking controls.

---

**Contact Officer:**

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

**Consulted:**

Parking Task Group.

**Annexes:**

Annex 1: Proposed on street parking amendments

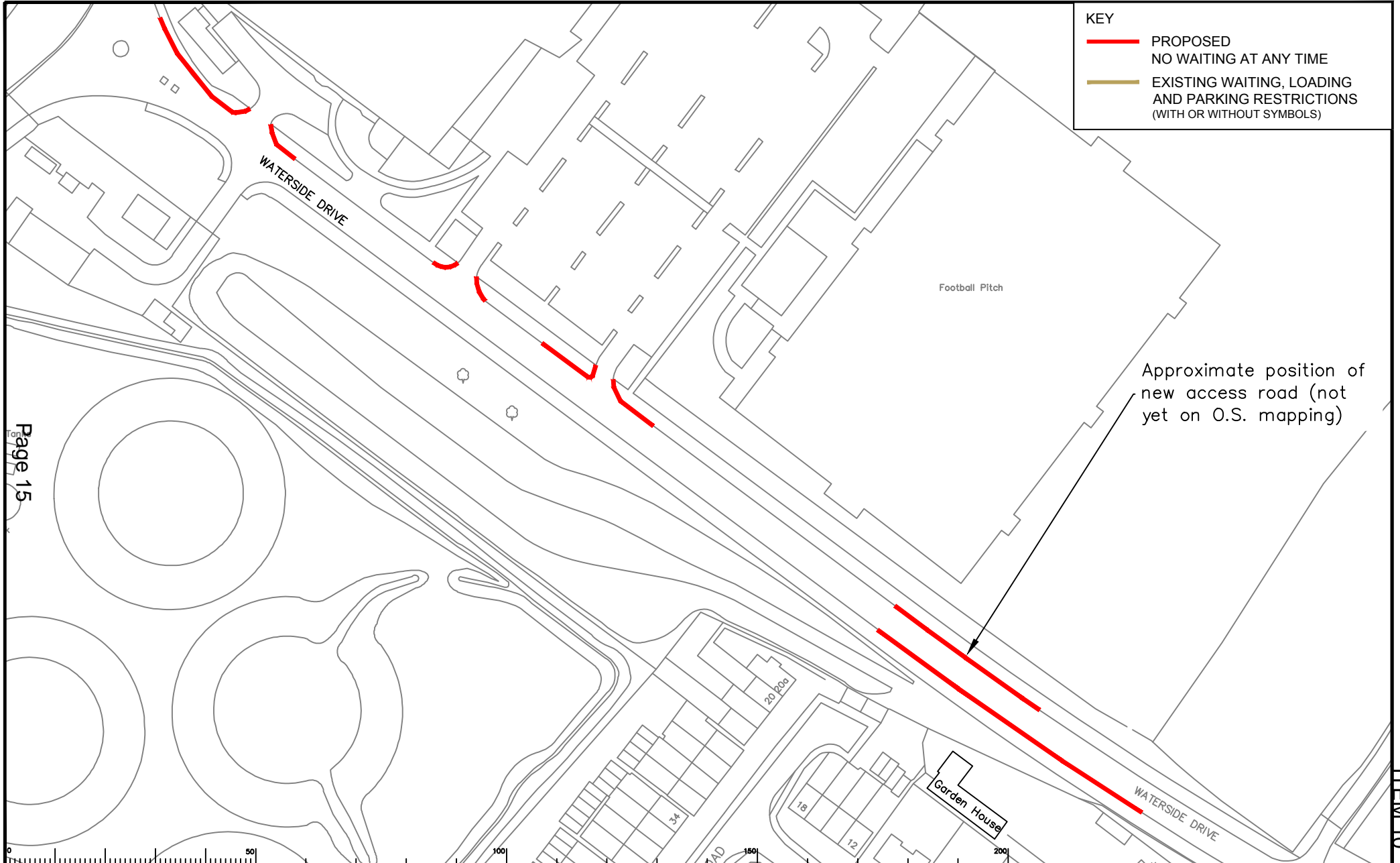
**Sources/background papers:**

Local committee report 14 September 2017 – Walton and Hersham parking review.

---

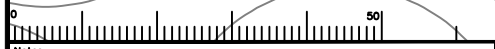
**KEY**

- PROPOSED NO WAITING AT ANY TIME
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)



Page 15

ITEM 10



Notes

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

Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

Scale: 1:1250 @A4

North Point

Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or other proceedings. Surrey County Council, LA 026873, 1998.

Drawn by	AH	Sig.	AH	Date	08/17
Checked by	RH	Sig.	RH	Date	08/17
Approved by	DC	Sig.	DC	Date	08/17

Project: WALTON ON THAMES AND HERSHAM PARKING REVIEW

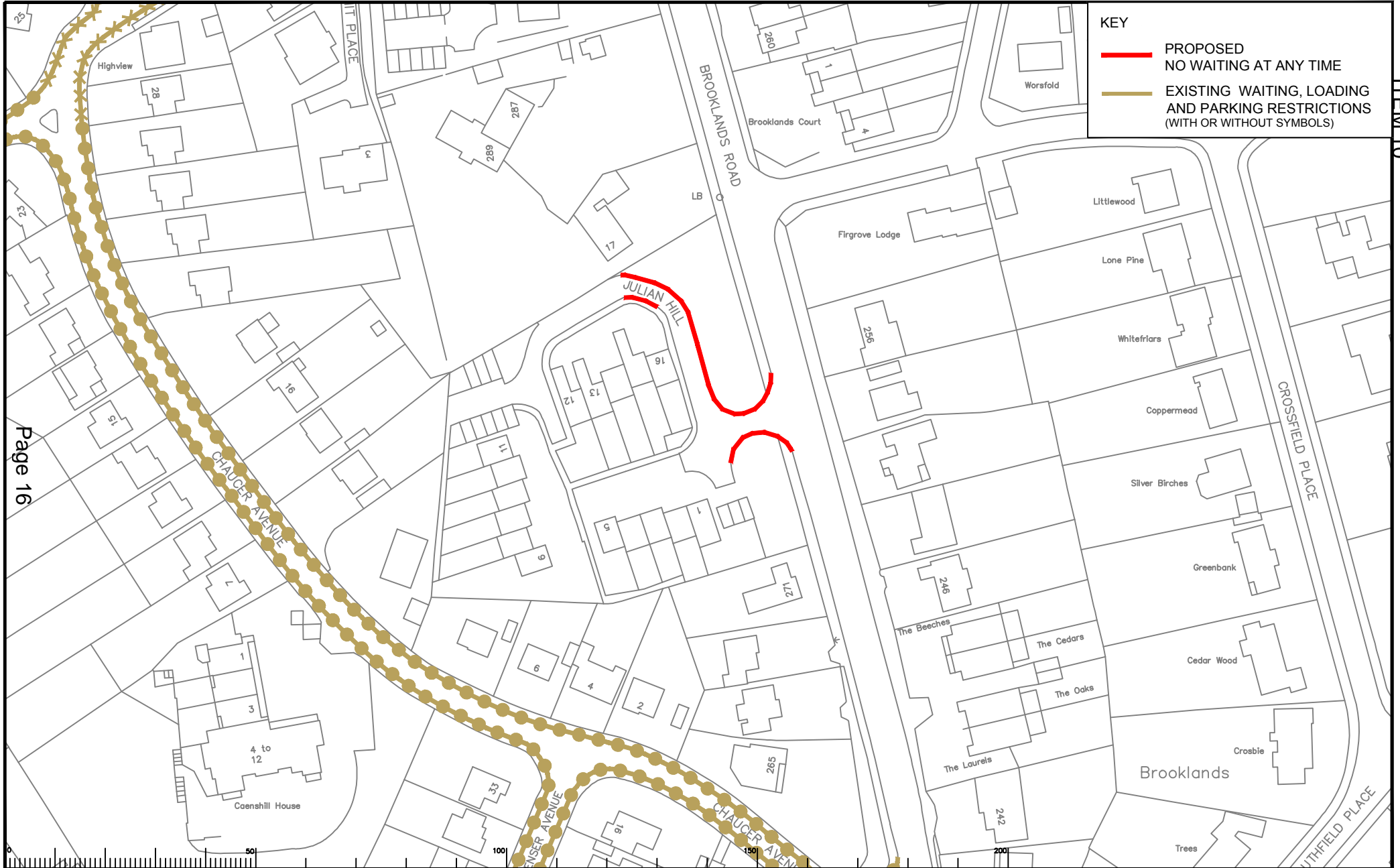
Drawing: WALTON ON THAMES

WATERSIDE DRIVE  
WALTON ON THAMES

Surrey  
Sustainable Development  
Surrey Highways

Project No.	
Contract sheet No.	
Drawing No.	01
Rev.	-
Classification	ADVERT

SHEET OF



**KEY**

- PROPOSED NO WAITING AT ANY TIME
- EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)

Page 16

Notes

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

Scale 1:1250

North Point

Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office. © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Surrey County Council, LA 076673, 1996.

Drawn by	AH	Sig.	AH	Date	08/17
Checked by	RH	Sig.	RH	Date	08/17
Approved by	DC	Sig.	DC	Date	08/17

Project: **PROPOSED PARKING CONTROLS**


Drawing: **JULIAN HILL WEYBRIDGE**


SHEET OF

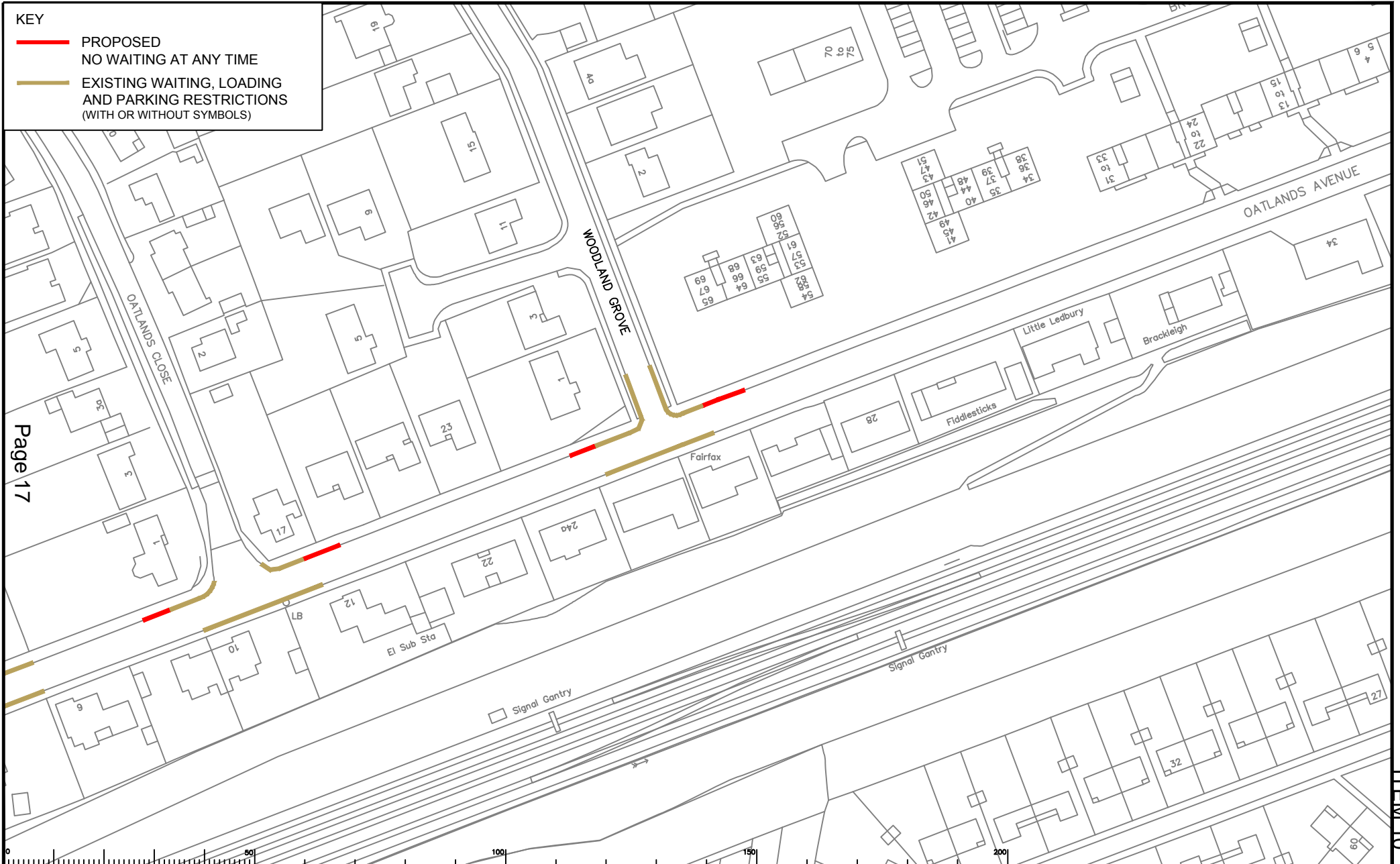
**SURREY**  
COUNTY COUNCIL  
Sustainable Development  
Surrey Highways

Project No.	
Contract sheet No.	
Drawing No.	A1
Rev.	-
Classification	ADVERT

**KEY**

 PROPOSED  
NO WAITING AT ANY TIME

 EXISTING WAITING, LOADING  
AND PARKING RESTRICTIONS  
(WITH OR WITHOUT SYMBOLS)



Page 17


Notes

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

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

Scale: 1:1250 @A4

North Point




Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction without Crown copyright and may lead to prosecution or civil proceedings. Surrey County Council, LA 076773, 1998.

Drawn by	AH	Sig.	AH	Date	08/17
Checked by	RH	Sig.	RH	Date	08/17
Approved by	DC	Sig.	DC	Date	08/17

Project: WALTON ON THAMES AND HERSHAM PARKING REVIEW

Drawing: OATLANDS AVENUE (NEAR JUNCTION WITH OATLANDS CLOSE AND WOODLAND CLOSE) - WEYBRIDGE




SURREY COUNTY COUNCIL  
Sustainable Development  
Surrey Highways

Project No.	
Contract No.	
Drawing No.	32
Rev.	-
Classification	ADVERT

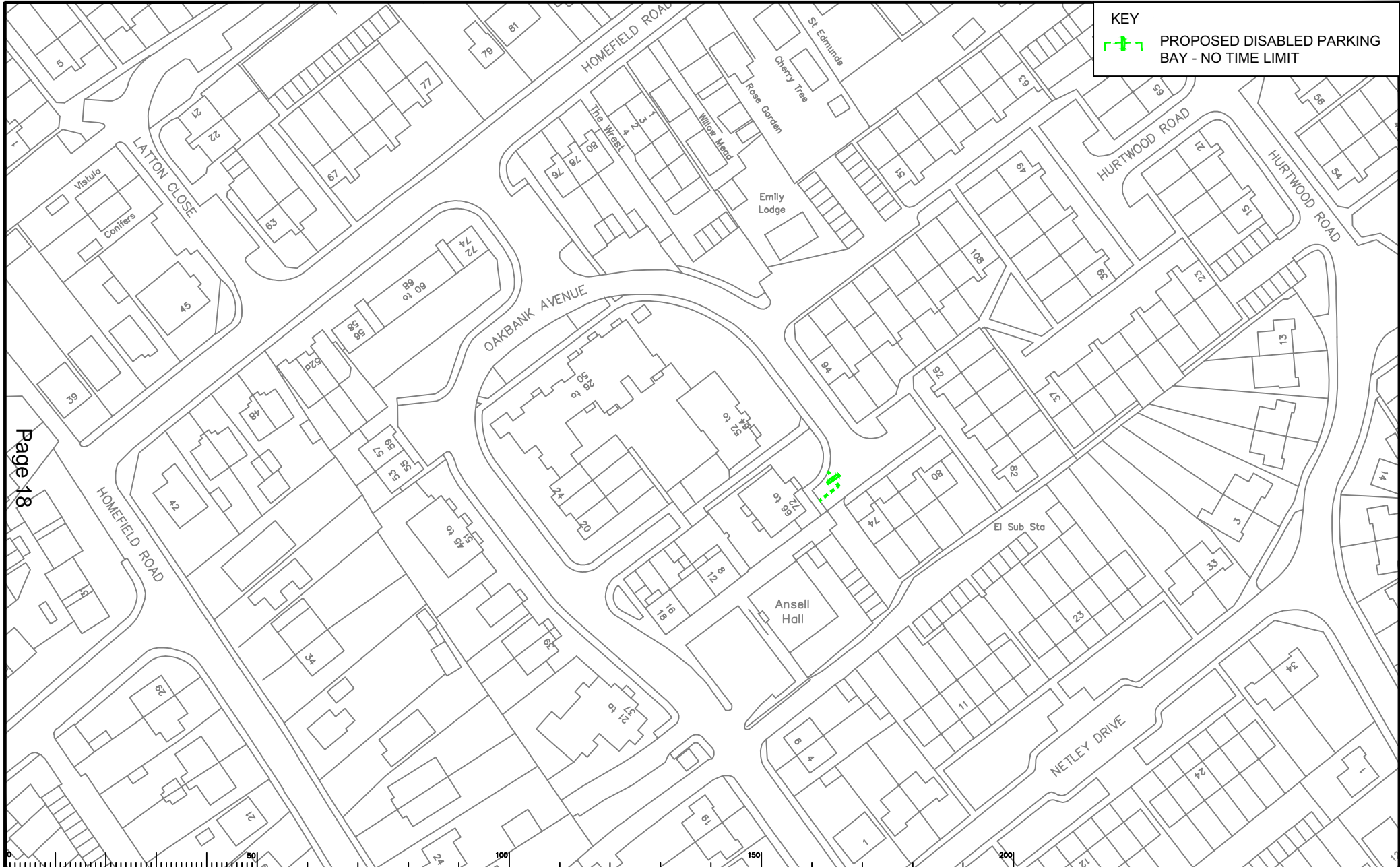
SHEET OF

ITEM 10



**KEY**



**PROPOSED DISABLED PARKING BAY - NO TIME LIMIT**



Page 18

<p>Notes</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Rev</th> <th>Description</th> <th>Drwn</th> <th>Sig.</th> <th>Date</th> <th>Chkd</th> <th>Sig.</th> <th>Date</th> <th>Aprd</th> <th>Sig.</th> <th>Date</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	Rev	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Aprd	Sig.	Date																																																																																																															<p>North Point</p> 	<p><small>Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office. © Crown copyright. Unauthorised reproduction, in whole or in part, is prohibited. Any use of this information is subject to the provisions of the Ordnance Survey Act 1947 and any subsequent Acts.</small></p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td>Drawn by</td> <td>AH</td> <td>Sig.</td> <td>AH</td> <td>Date</td> <td>08/17</td> </tr> <tr> <td>Checked by</td> <td>RH</td> <td>Sig.</td> <td>RH</td> <td>Date</td> <td>08/17</td> </tr> <tr> <td>Approved by</td> <td>DC</td> <td>Sig.</td> <td>DC</td> <td>Date</td> <td>08/17</td> </tr> </table>	Drawn by	AH	Sig.	AH	Date	08/17	Checked by	RH	Sig.	RH	Date	08/17	Approved by	DC	Sig.	DC	Date	08/17	<p>Project <b>WALTON ON THAMES AND HERSHAM PARKING REVIEW</b></p> <p>Drawing <b>OAKBANK AVENUE WALTON</b></p>	 <p><b>SUREY</b> COUNTY COUNCIL Sustainable Development Surrey Highways</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td>Project No.</td> <td> </td> </tr> <tr> <td>Contract sheet No.</td> <td> </td> </tr> <tr> <td>Drawing No.</td> <td>53</td> </tr> <tr> <td>Rev.</td> <td>-</td> </tr> <tr> <td>Classification</td> <td>ADVERT</td> </tr> </table>	Project No.		Contract sheet No.		Drawing No.	53	Rev.	-	Classification	ADVERT
Rev	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Aprd	Sig.	Date																																																																																																																																																
Drawn by	AH	Sig.	AH	Date	08/17																																																																																																																																																					
Checked by	RH	Sig.	RH	Date	08/17																																																																																																																																																					
Approved by	DC	Sig.	DC	Date	08/17																																																																																																																																																					
Project No.																																																																																																																																																										
Contract sheet No.																																																																																																																																																										
Drawing No.	53																																																																																																																																																									
Rev.	-																																																																																																																																																									
Classification	ADVERT																																																																																																																																																									

Scale: 1:1250    ©A4    SHEET OF



**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (ELMBRIDGE)**

**DATE: 11<sup>TH</sup> JUNE 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 2018-19.

Recommendations are made for various programmes and projects, including a large scale patching programme, to complement the countywide Horizon and Winter Damage programmes.

Members are encouraged to start considering the strategy and priorities for next Financial Year, 2019-20.

**RECOMMENDATIONS:**

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

- (i)** To authorise the advertisement of a traffic order for the proposed speed limit change in Lammas Lane, as detailed in Annex B, and to delegate authority to the Area Highway Manager, in consultation with the Chairman, Vice Chairman, and Divisional Member, to consider any representations and make the traffic order if there are no significant objections (paragraphs 2.3.3 and 2.3.4 refer);
- (ii)** To agree to the patching programme set out in Annex E to be funded from Committee's £100,000 allocation for carriageway patching (paragraphs 2.3.4 and 2.3.5 refer);
- (iii)** To authorise the making of a Cycle Track Order to convert part of the width of Public Footpath 23 Walton & Weybridge to a Cycle Track, and to authorise the Area Highway Manager, in consultation with the Chairman, Vice Chairman, and Divisional Member to resolve any objections to the Cycle Track Order if possible, and if necessary to authorise the Area Highway Manager to submit any unresolved objections to the Secretary of State for determining whether the Order can be confirmed or a Local Inquiry is required. (paragraphs 2.6.1 and 2.6.2 refer);
- (iv)** To authorise the implementation of six new bus stop clearways as detailed in Table 9 and Annex G (section 2.9 refers);
- (v)** To provide feedback to the Area Highway Manager in regard to the draft revised forward programme of the Elmbridge Local Transport Strategy, which is presented in Annex H (section 2.10 refers);
- (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:**

Committee's allocation of funding for carriageway patching needs to be prioritised to specific sites, which complement the countywide programmes of works.

Now that funding has been identified, there is an opportunity to deliver the Lammas Lane speed limit change as part of the Esher Green casualty remedial scheme.

Authorisation is required to convert part of a Public Footpath to a Cycle Track to facilitate delivery of the Brooklands Sustainable Transport Package major scheme.

A number of bus stops require new bus stop clearway markings to prevent obstruction by parked vehicles.

Members are invited to comment on the draft revised forward programme of the Elmbridge Local Transport Strategy before it is finalised.

Committee is asked to provide the necessary authorisation to deliver those programmes of work in consultation with the Chairman, Vice Chairman and relevant Divisional Member without the need to revert to the Committee as a whole.

**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 Outturn figures from 2017-18 are shown in Table 1 below. It has been agreed to carry forward the capital under/overspends into the new Financial Year 2018-19. Revenue under/overspends will not be carried forward.

**Table 1 Outturn from 2017-18 (rounded figures)**

	Budget	Expenditure	Outturn
Revenue	£40,900	£40,200	<b>£700 underspend</b>
Capital	£149,000 base budget £36,000 minus £52,000 overspend from 2016-17 plus £165,000 external funding	£149,000	<b>Balanced</b>

- 2.1.2 The Local Committee in Elmbridge has been delegated Highway budgets in the current Financial Year 2018-19 as follows:
- Committee revenue: £168,182

- Member revenue: £67,500 (£7,500 per Division)
- Capital: £36,364
- **Total: £272,046**

2.1.3 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. These activities are summarised separately on this agenda.

2.1.4 At its meeting in March 2018 Committee couldn't decide allocations for its 2018-19 budgets as they were not confirmed at the time. Therefore Committee agreed to authorise the Area Highway Manager, in consultation with the Chairman and Vice Chairman, to allocate Committee's Highways revenue and capital funding to suitable and beneficial activities and projects, once the details of additional revenue funding had been confirmed. As well as Committee's delegated budgets detailed above, there is also an anticipated £281,000 revenue from the parking surplus that is currently unallocated, giving a total combined budget of £553,000. In accordance with Committee's authorisation in March 2018, the Area Highway Manager has consulted the Chairman and Vice Chairman and allocated the regular 2018-19 budgets as shown in Table 2 below.

**Table 2 Allocation of budgets for 2018-19**

Approved allocation	Amount
Street Smart	£40,000
Patching	£100,000
Vegetation and drainage works	£28,182
Member Highways allocations	£67,500 (£7,500 per Division)
Local Structural Repair (LSR – smaller scale resurfacing) in St Mary's Road in Surbiton	£38,634
<b>Total</b>	<b>£272,046</b>

2.1.5 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 3 below.

**Table 3 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	£90,200	£37,100	£9,800
£50,000 for pedestrian crossing schemes	£38,800	£31,100	£11,200
£50,000 for Road Safety Outside Schools schemes	£20,900	£10,900	£29,100
£20,000 for other ITS schemes	£25,900	£5,900	-£5,900
£150,000 for potential major schemes	£150,000	£35,500	-
<b>Total</b>	<b>£325,800</b>	<b>£120,500</b>	<b>£44,200</b>

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.

## 2.2 Local Committee capital works programme

2.2.1 Table 4 details the Local Committee funded capital works programme for 2018-19.

**Table 4 Local Committee funded capital works programme for 2018-19**

Location	Proposed works	Cost	Status
St Mary's Road, Surbiton	LSR	£38,634	Site walked with contractor; awaiting detailed costs.
<b>Total expected investment</b>		<b>Approximately £38,634</b>	

2.2.2 The Local Committee is able to promote a programme of works funded through external sources. Table 5 below details progress with these externally funded schemes.

**Table 5 Externally funded schemes**

Location	Proposed works	Cost	Status
Danes Hill, Oxshott	New footway and modifications to vehicular entrance.	£80,000	Scheme being developed in partnership with Danes Hill School. <i>Funded by Danes Hill School.</i>

Location	Proposed works	Cost	Status
Stoke Road	Reduce speed limit to 30mph	£20,000	Design brief has been issued for traffic calming to be developed in consultation with the local community. CIL bid for funding for new VAS signs was successful; officers are working with the Divisional Member and the local community to agree locations for the VAS signs. <i>CIL funded. If the traffic calming feasibility study were to require further funding Committee agreed to use the Parking Surplus for this project.</i>
Entrance to Chelsea FC training ground	Road safety improvements to include speed reducing measures.	£15,000	Scheme being developed in partnership with Chelsea FC. Approaches to be assessed for new VAS; need design brief for feasibility study to assess options for further speed reducing measures. Funded by Chelsea FC.
Burwood Road junction with Pleasant Place	Pedestrian and traffic management improvements	£66,000	Construction of final phase of project due this Financial Year. CIL bid for funding for new VAS signs was successful; officers will work with the Divisional Member to agree locations for the VAS signs. <i>CIL funded.</i>
Long Ditton Schools	School safety measures	£34,500	Ditton Hill Zebra Crossing complete. The detailed design for the final element of this scheme is in progress in consultation with the Member Task Group. <i>CIL funded.</i>
Hinchley Wood Schools	Pedestrian and cycle facilities, traffic management and safety measures	£30,000	Public consultation being prepared in consultation with the Member Task Group. <i>CIL funded.</i>
Ashley Road/New Zealand Avenue	Measures to reduce overcrowding on pedestrian crossing and outside school entrance.	£130,000	CIL bid successful, detailed design being developed in consultation with Ashley School and local Members. CIL funded.

Location	Proposed works	Cost	Status
A307 Portsmouth Road, Esher (near Scilly Isles)	New pedestrian refuge island to improve access to bus stops near Scilly Isles	£130,000 for three schemes	CIL bid successful, detailed design to be developed in consultation with local Members. CIL funded.
Between Streets by Painshill Park – near bus stops towards High Street	New pedestrian refuge island and improvements to dropped kerbs at side roads.		CIL bid successful, public consultation being prepared in consultation with local Members. CIL funded.
Portsmouth Road near Ditton Reach	New pedestrian refuge island and improvements to dropped kerbs at side roads.		CIL bid successful, public consultation being prepared in consultation with local Members. CIL funded.
Manor Road North to Giggs Lane along Claygate Lane	New cycle route	£25,000	CIL bid successful, public consultation being prepared in consultation with local Members. CIL funded.
Seven Hills Road, Weybridge	Carriageway resurfacing	£tbc	Awaiting outcome of CIL bid.
St George's Avenue, Weybridge	Carriageway resurfacing	£tbc	Awaiting outcome of CIL bid.
<b>Total expected investment in 2018-19</b>		<b>Approximately £530,500</b>	

### 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 6 below details progress to date with these schemes.

**Table 6 Long Ditton Trust Fund works**

Location	Proposed works	Cost	Status
Parking area alongside Manny's in Fleece Road	Carriageway resurfacing	£6,800	Complete.

Location	Proposed works	Cost	Status
Planters in Fleece Road	Remove all existing vegetation, repair damage, plant with low growing shrubs and bulbs.	£3,900 plus cost of new planting	Weed killer has been applied to the planters. Dead vegetation has now been cleared and brick planters repaired. Officers have reviewed possible new planting with Divisional Member and are now seeking cost estimates.
Verge maintenance in Windmill Lane	Clearance of dead trees and excessive vegetation growth.	£tbc	Discussion ongoing with Elmbridge Borough Council regarding the long term maintenance of this area if the existing vegetation were to be cleared. Officers are also discussing the priority of this element with the Divisional Member.
Verge at Rectory Lane junction with Church Road	Planting of the bank verge in consultation with Elmbridge Borough Council.	£1,900	Works to existing trees complete. New trees have now been planted.
<b>Total anticipated cost</b>		<b>Approximately £12,600</b> (£19,000 available in total)	

2.3.2 Committee has approved a number of schemes to be funded using the £370,000 allocation from the parking surplus mentioned above. Table 7 below details progress to date with these schemes.

**Table 7 Parking surplus funded programmes**

Location	Proposed works	Cost	Status
<b>Cycling related schemes and projects</b> <b>£100,000 allocated by Committee in December 2016</b>			
Terrace Road Shopping Parade	Feasibility study and public consultation.	£3,100 final cost	Feasibility study complete and reported to Committee in March 2018. CIL bid for funding to implement scheme was not successful.
A245 Byfleet Road footway works	Clearance works and dropped kerbs following previous petition to Local Committee.	£17,600 final cost	Complete. Officers are assessing whether the footway is suitable for designation as a shared surface.
Thames Ditton cycle parking	Installation of new cycle parking.	£10,000 £4,800 spent to date	Planning consent granted 7 <sup>th</sup> November 2017. Hardstanding is currently being laid, will arrange for the shelter to go in as soon as it's been checked over.

ITEM 11

Location	Proposed works	Cost	Status
Automatic cycle counters (Borough wide)	New sites, approximately £1,800 per site, sites to be determined.	Up to £10,000 £5,300 spent to date	Permanent counters now installed on the A307 near Sandown Park and closer to the border with Kingston near the junction with St Leonards Road. Further locations to be discussed with the Cycling Task Group.
Community fund	To deliver small improvements suggested by communities such as dropped kerbs.	£10,000	On hold. To be reviewed at the next 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	The draft survey has been produced for discussion with the task group. There are two routes moving forward with the survey either a) to promote online (at low cost) to encourage local residents to complete with targeted promotion (i.e. flyers on bikes at stations) or to engage a market research company to carry out face to face interviews to ensure a sample, with a good representative covering of age, gender, ethnicity etc.
Targeted cycle training / hardship fund	Subsidised cycle training.	£5,000	Working with the Borough's refugee officer, training has been arranged for a group of families for whom riding a bike will give access to jobs and services. Also initial contact has been made with Community Development worker to investigate making cycle training more accessible to those less able to pay.
Bike Maintenance	Training course in bicycle maintenance.	£3,000	May be incorporated into 'Bikeability Plus' below.
'Bikeability Plus' promotion in schools (replaces 'Bike-It')	Complete Bike-It programme, approximately £5,000 per school.	Up to £20,000 £800 spent to date	Safety talk given to year 7 students at a secondary school. We have offered to follow up with further training.  'Bikeability Plus' includes 'Learn to Ride' (LTR) and this is generating interest. It was offered on a pilot basis at the Borough's 'Shout' event in April and, where 12 young people were trained. Due to parental demand it is being offered again for the July-August event. It has also been offered to a primary school, again on a pilot basis to assess demand. LTR has to be delivered 1:1 and without this funding we could not afford to do it.



Location	Proposed works	Cost	Status
Elmbridge bike hire	Feasibility study.	£3,000 final cost	The final report has been received and reviewed by Officers. This will be presented to the Task Group and a decision whether to proceed to the next stage can be discussed.
Manor Road North to Giggs Lane along Claygate Lane	Feasibility study.	£2,500 final cost	£25,000 CIL bid approved by Elmbridge Borough Council in 2018. Progress detailed in Table 5 above.
<b>Total anticipated cost</b>		<b>Approximately £90,200</b>	
<b>Pedestrian Crossing schemes £50,000 allocated by Committee in December 2016</b>			
A307 Portsmouth Road, Esher (near Scilly Isles)	Feasibility study for pedestrian refuge island to improve access to bus stops near Scilly Isles	£5,400 final cost	£160,000 CIL bid approved by Elmbridge Borough Council in 2018 for this and two other schemes. Progress detailed in Table 5 above.
Hersham Station	Feasibility study for improved pedestrian crossing facilities	£7,000	Traffic modelling in progress to assess potential congestion impact following completion of initial feasibility study.
Portsmouth Road near Ditton Reach	Feasibility study for new pedestrian crossing facilities	£6,900 final cost	£160,000 CIL bid approved by Elmbridge Borough Council in 2018 for this and two other schemes. Progress detailed in Table 5 above.
Walton High Street	Feasibility study for new (or replacement) Zebra Crossing between the Heart and Boots	£5,200 final cost	Feasibility study complete and reported to Committee in March 2018. Officers to review with Divisional Member before deciding next steps.
Between Streets by Painshill Park – near bus stops towards High Street	Feasibility study for improved pedestrian crossing facilities and safety improvements	£9,300 final cost	£160,000 CIL bid approved by Elmbridge Borough Council in 2018 for this and two other schemes. Progress detailed in Table 5 above.

Location	Proposed works	Cost	Status
Borough wide mobility improvements across Borough	Feasibility study to identify dropped kerbs and other minor pedestrian improvements across the Borough	£5,000	Design brief now issued.
<b>Total anticipated cost</b>		<b>Approximately £38,800</b>	
<b>Road Safety Outside Schools schemes £50,000 allocated by Committee in December 2016</b>			
Hinchley Wood Schools	Feasibility study for improved pedestrian and cycle facilities, traffic management and safety measures.	£4,800 final cost	£260,000 CIL bid approved by Elmbridge Borough Council in 2017. Progress detailed in Table 5 above.
Milbourne Lane	Feasibility study to follow Road Safety Outside Schools Audit.	£5,000	Road Safety Outside Schools Audit visit now complete; feasibility report being drafted.
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	£6,100 final cost	£130,000 CIL bid approved by Elmbridge Borough Council in 2018 for this and two other schemes. Progress detailed in Table 5 above.
St Matthew's School, Downside	Feasibility study for improved pedestrian facilities	£5,000	Design brief issued; Road Safety Outside Schools Audit previously completed in 2016.
<b>Total anticipated cost</b>		<b>Approximately £20,900</b>	
<b>Other schemes £20,000 allocated by Committee in December 2016</b>			
Bridge Road	Feasibility study for pedestrian and road safety improvements to address very narrow footways and pattern of cycling casualties.	£5,900 final cost	Feasibility study complete and reported to Committee in March 2018. Officers to review with Divisional Member before deciding next steps – this could be incorporated into the Walton Road casualty reduction scheme.

Location	Proposed works	Cost	Status
Bridge strike sites – highest priority sites are: <ul style="list-style-type: none"> <li>• Hershams Road, Walton on Thames</li> <li>• Molesey Road, Hershams</li> <li>• Portsmouth Road, Esher (east of Scilly Isles)</li> </ul>	Feasibility study for advanced warning signs and route sign improvements.	£2,000	Design brief now issued.
Pine Grove, Weybridge	Feasibility study for measures to mitigate through traffic in the Triangle area	£5,000	Design brief issued; Road Safety Outside Schools Audit completed; speed surveys being arranged.
West Molesey	Feasibility study to tidy up and clarify existing restrictions for HGVs	£2,000	Design brief now issued.
Walton Road between Esher Road and Avern Road	Casualty reduction	£5,000	Design brief issued; speed surveys to be arranged but need to be coordinated with utility works.
Station Road, Esher	Feasibility study to improve streetlighting underneath railway bridge	£1,000	Design brief being prepared.
Hare Lane, Claygate, between Raleigh Drive and Loseberry Road	Feasibility study to include speed assessment for reduction in speed limit to 20mph and improved pedestrian facilities	£5,000	Design brief issued; speed surveys being arranged.
<b>Total anticipated cost</b>		<b>Approximately £25,900</b>	

Location	Proposed works	Cost	Status
<b>Potential major schemes £150,000 allocated by Committee in December 2016</b>			
Esher Transport Study	Study to investigate causes and possible mitigations of congestion in and around Esher.	£158,000 Includes £50,000 CIL contribution and £58,000 PIC to deliver the casualty remedial scheme	<p><b>Traffic surveys</b> – complete</p> <p><b>Casualty remedial scheme for Esher Green</b> – detailed design nearly complete; preparing to advertise public notice for raised tables; PIC funding identified for construction; see comments below.</p> <p><b>Lammas Lane speed limit change</b> – propose to deliver as part of casualty remedial scheme now that funding has been identified; see comments below.</p> <p><b>Scilly Isles and Café Rouge junction</b> – feasibility report nearing completion.</p> <p><b>Optimisation scheme</b> – officers exploring routes to design / delivery</p> <p>See also further details below.</p>
Brooklands Transport Study	Study to investigate causes and possible mitigations of congestion on the approaches to Brooklands.	£100,000	Officers are making preparations for traffic surveys and other data gathering.
<b>Total anticipated cost</b>		<b>Approximately £258,000</b> including £58,000 PIC funding	

2.3.3 Funding from historical PIC contributions has now been identified to construct the casualty mitigation scheme at Esher Green. It is proposed to implement the Lammas Lane speed limit change at the same time. This speed limit change was prompted by a request from Surrey Police and was reported to Committee in September 2017; the recommended speed limit change is presented in Annex B. The proposed change would set more realistic speed limits for the nature of the roads, in accordance with Surrey County Council's policy for setting speed limits. It would also enable gateways and signing to be installed to highlight to drivers the changes in road environment at appropriate locations on Lammas Lane and West End Lane. Surrey Police's Road Safety and Traffic Management Team support the proposed change and have said that it would also aid enforcement duties.

2.3.4 To enable implementation of the proposed speed limit change it is recommended to advertise a traffic order for the proposed speed limit change, and to delegate authority to the Area Highway Manager, in consultation with the Chairman, Vice Chairman, and Divisional Member, to consider any representations. If there are no significant objections the order would be made and the speed limit changed on site. If there were to be significant objections, these would be referred to Committee for decision.

2.3.5 Committee's allocation of funding for carriageway patching needs to be prioritised to specific sites, which complement the countywide programmes of

[www.surreycc.gov.uk/elmbridge](http://www.surreycc.gov.uk/elmbridge)

works. Information on the Horizon programme is published online, including the schemes due for completion this Financial Year 2018-19, and also roads that are due to be considered for possible future maintenance. Annex C contains the list of roads that are currently being considered as part of the Winter Damage programme. Annex D contains a list of roads that are currently being considered as part of the capital preventative programme, which runs alongside the Highway Safety Inspection service with the specific objective of removing Safety Defects from SPN4a and SPN4b roads, and preventing lesser defects from becoming Safety Defects. To date there has been no discussion of what roads might be treated with the additional £15M recently announced at Full Council.

- 2.3.5 Taking into account the countywide programmes of works, and also Members' suggestions for roads to be treated over the past few weeks and also in previous years, the Area Highway Manager would recommend the prioritised list of roads in Annex E to be funded using the £100,000 allocation for patching. To date these roads have not been assessed on site, and so it is impossible to know how much it will cost to treat the worst areas in each road. Therefore it is impossible to know how many of the roads listed in Annex E will be treatable with the monies available. If the prioritised list were to be approved by Committee, officers would work down the list from the highest to the lowest priority road, and arrange patching for the worst areas until the £100,000 runs out.

## 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 objections relating to proposals in the **Moleseys, Dittons, Esher, Claygate, and Hinchley Wood** have been considered and final decisions made and detailed design completed. Works orders have been raised with contractors, and officers are awaiting implementation dates.
- 2.4.3 The review report for **Walton and Hersham** was presented to Committee in September 2018. Public consultations then took place in several roads during October/early November 2018 about possible resident permit parking schemes. The results of these were sent to councillors on 30 November and have been resolved. The advert is being prepared.

### Other highway related matters

## 2.5 Customer services

- 2.5.1 Highways & Transport received 45,357 enquiries and reports during the first quarter of 2018, an average of 15,119 per month, this is a significant increase from the same period in the last three years.
- 2.5.2 For Elmbridge specifically, 5,065 enquiries have been received of which 2,085 were directed to the local area office for action, 88% of these have been resolved. This response rate is below the countywide average of 92%.
- 2.5.3 For the first quarter, Highways received 85 stage 1 complaints of which 13 were for the Elmbridge area. In addition five were escalated to Stage 2 of the

complaints process, the service was found to be at fault in one of these following independent investigations.

## 2.6 Major schemes

2.6.1 A bid for funding for the **Brooklands Sustainable Transport Package (STP)** was submitted to the Enterprise M3 LEP in April 2018. The scheme involves the creation of a new high quality cycle route linking Brooklands Business Park with Weybridge Town Centre via Weybridge Railway Station. Part of the scheme includes the upgrading of Public Footpath 23 Walton & Weybridge to facilitate use by cyclists. There are three aspects to this – the improvement of the surface itself, the provision of lighting, and a conversion of part of the width of the Public Footpath to a Cycle Track. This latter element is a legal change, which requires authorisation by the Local Committee to make a Cycle Tracks Order. Only part of the width of the Public Footpath is proposed to be converted, so that the Public Footpath remains on the definitive rights of way map published by the Ordnance Survey. Cycle Tracks do not appear on the definitive rights of way map. In practice both pedestrians and cyclists would use the full width of the upgraded surface.

2.6.2 The background to the Cycle Tracks Order, the process involved, and plans showing the route in question, are set out in more detail in Annex F. It is recommended to authorise the making of a Cycle Track Order to convert part of the width of Public Footpath 23 Walton & Weybridge to a Cycle Track, and to authorise the Area Highway Manager, in consultation with the Chairman, Vice Chairman, and Divisional Member to resolve any objections to the Cycle Track Order if possible, and if necessary to authorise the Area Highway Manager to submit any unresolved objections to the Secretary of State for determining whether the Order can be confirmed or a Local Inquiry is required.

2.6.3 A number of elements of the **Esher Transport Study** are progressing:

- The initial **traffic surveys** are complete, and were reported to Committee in September 2017.
- The detailed design is nearly complete for the **casualty remedial scheme at Esher Green**. Officers are preparing to advertise a notice under section 90 of the Highways Act, for which Committee has previously given approval in September 2017, and which is an essential pre-requisite to the installation of raised tables at the traffic signal pedestrian crossings in Lammas Lane and Church Street. PIC funding has now been identified to construct the casualty remedial scheme, which should be completed this Financial Year 2018-19.
- The feasibility study for the **Scilly Isles and Café Rouge junctions** is nearing completion, and will include recommended improvements to the signs on the approaches to the Scilly Isles, and the road markings both at the Scilly Isles and also between the Scilly Isles and Café Rouge. Officers are expecting to be able to present this feasibility study to Committee in September 2018, in time for a CIL bid in early 2019.
- A route to developing the **optimisation scheme** has now been identified. The development of this scheme will be led by Traffic Signals, who have recently recruited a new Traffic Signals Engineer to increase the capacity of this team. One of the first activities will be to arrange a meeting of the Task Group to identify, in detail, the improvements to include in the scope of this scheme, and to agree priorities for movement of road users at different times of the day and on different days of the week.

2.6.4 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 19<sup>th</sup> 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 2018.

2.6.5 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. Officers have reviewed the data but there has been a delay in processing the data from these surveys. 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. It is expected that officers will be able to present the results of the surveys to Committee and make recommendations, which are likely to include minor improvements on both sides of the river. It is unlikely that any major project will be recommended as a result of this study.

## 2.7 Centrally funded maintenance

2.7.1 Operation Horizon reports for 2018-19 are available on the Surrey County Council website. These reports list road that are due to be treated in the current Financial Year 2018-19. 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 No update at the time of writing.

## 2.9 Passenger Transport

2.9.1 Surrey County Council's Passenger Transport Team are promoting improvements to the K3 route, which is operated under contract by London Transport between Kingston and Esher, serving the Elmbridge Borough communities of Long Ditton, Hinchley Wood, Claygate and Esher.

2.9.2 In keeping with the County's Passenger Transport Strategy objectives within the Surrey Transport Plan, the Local Committee at its December meeting gave approval for 23 bus stop clearways. Of these 23 bus stops, four have had the time plates added, and are now enforceable as bus stop clearways. A further nine bus stops, most with good kerb heights (offering step-free access for passengers), require simple bus cage markings to become fully accessible for buses. These stops will be treated this Spring/Summer with the appropriate line markings.

2.9.3 Since the December meeting some Planning Infrastructure Charge (PIC) funding has been allocated to the K3 route, sufficient to create bus stop clearways at the remaining six stops on the route and more importantly, bring

forward step-free access improvements to 12 bus stops, which currently have low kerbs. These works typically involve raising the kerb height to up to 140mm over a 10m length and re-surfacing the adjacent pavement. The 12 bus stops which have been identified are the busiest bus stops on the route (ie stops with most passengers boarding and alighting). These stops are shown below in Table 8.

**Table 8 – List of bus stops identified for improvement**

Road Name	Bus Stop Name	Direction
Church Street	Church Street, Esher	Northbound
Hare Lane	Claygate Station	Southbound
Hare Lane	Claygate Station	Northbound
St Leonard's Road	St Leonard's Road	Both (Claygate loop)
Common Road	Common Road	Both (Claygate loop)
The Causeway	The Causeway	Both (Claygate loop)
Church Road	Recreation Ground	Both (Claygate loop)
Oaken Lane	Oaken Lane (adjacent to Woodbourne Drive)	Northbound
Manor Road North	Claygate Lane	Northbound
Manor Road North	Claygate Lane	Southbound
Manor Road North	Mayfield Close	Westbound
Sugden Road	Rectory Lane	Eastbound

- 2.9.4 At the Sugden Road (Rectory Lane eastbound) stop buses stop at an angle to the kerb due to the past provision of a pedestrian crossing build-out immediately west of the bus stopping position, (outside St Marys Junior School entrance). Newer, modern buses cannot access the kerb and stop parallel to it, leaving a large gap between the middle doors and the kerb. By moving the position of the existing bus shelter and bus stop pole/flag further east, buses can stop some 7m further east. This additional "run-in" will enable buses to stop parallel to the kerb. The change will also create more space on the pavement for the bus passengers and especially pedestrians (given the adjacent school entrance) as the shelter can be positioned where the verge widens prior to the mini-roundabout further east.
- 2.9.5 The project budget should enable all bus stops on the K3 route between the County boundary to, and within Claygate, to become fully accessible bus stops, together with the two stops for Claygate station.
- 2.9.6 In the December Highways Update report to Committee officers omitted four stops in or just off Oaken Lane from the list of clearway requests as they were thought to be lightly used stops. More recent data from London Transport has shown these stops to be busier than first thought, and can be improved at modest cost within the identified budget. Two other stop were omitted, but with PIC resources available, approval of these final two stops completes the route. All stops on the route would then have bus stop cages with approved and enforceable clearways.



- 2.9.7 The six additional bus stops where a bus stop clearway is requested are detailed in Annex G and listed below in Table 9 below.

**Table 9 – Additional bus stop clearway requests**

Road Name	Bus Stop Name	Direction
Oaken Lane	Oaken Lane (adjacent to Woodbourne Drive)	Northbound
Oaken Lane	Oaken Lane (adjacent to Woodbourne Drive)	Southbound
Manor Road South	Manor Road South/Oaken Lane	Northbound
Manor Road South	Manor Road South/Oaken Lane	Southbound
Hare Lane	Loseberry Road, Claygate	Northbound
Church Street	Church Street, Esher	Northbound

- 2.9.8 At the December Local Committee, members noted an error in a road name. Five bus stops lying to the north of the Kingston By-pass were incorreced named in Table 7 and Annex G as being on Manor Road South in the then Highway Update report. As correctly noted by members, they are located on Manor Road North.

## 2.10 Other key information, strategy and policy development

- 2.10.1 The Elmbridge Local Transport Strategy forms part of Surrey County Council's Local Transport Plan (LTP). The strategy is intended to support the growth set out within Elmbridge Borough Council's Local Plan and provide a programme of transport infrastructure required to deliver this growth. It draws together a broad evidence based together with a forward programme of aspirational infrastructure improvements to provide a basis for future funding bids. The Elmbridge Local Transport Strategy is published online here: <https://www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/surrey-transport-plan/surrey-transport-plan-consultations-on-the-plan/local-transport-strategies-and-forward-programmes>.
- 2.10.2 The forward programme is currently under review, to update details of identified infrastructure schemes. The forward programme currently is based on the 2014 local transport strategy taking into account developing needs within Elmbridge based on the Elmbridge Borough Council Core Strategy (July 2011), and also recognising that some schemes within the original forward programme have now been completed. The draft revised forward programme is detailed in Annex H. It is recommended that Members provide any feedback they might have to the Area Highway Manager, to take into account in finalising the forward programme. It is recognised that Elmbridge Borough Council are currently reviewing their local plan and as a consequence their development figures may change. Future updates to the forward programme will take account of any infrastructure needs resulting from this, and the revised local plan will also inform any future update to the main local transport strategy, to which the forward programme is an annex. Members should note that development figures may change in the coming months, these are not reflected

here, but they will be when the local plan is updated and the numbers are known.

2.10.3 The County Council's Street Lighting engineers are currently investigating the potential of converting all of the current street lights to LEDs. A detailed report will be taken to the County Council's Cabinet in the autumn for a final decision.

**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:**

<b>Area assessed:</b>	<b>Direct Implications:</b>
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 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 This Financial Year's programmes are being delivered.
- 7.2 Committee's allocation of funding for carriageway patching needs to be prioritised to specific sites, which complement the countywide programmes of works.
- 7.3 Now that funding has been identified, there is an opportunity to deliver the Lammas Lane speed limit change as part of the Esher Green casualty remedial scheme.
- 7.4 Authorisation is required to convert part of a Public Footpath to a Cycle Track to facilitate delivery of the Brooklands Sustainable Transport Package major scheme.
- 7.5 A number of bus stops require new bus stop clearway markings to prevent obstruction by parked vehicles.
- 7.6 Members are invited to comment on the draft revised forward programme of the Elmbridge Local Transport Strategy before it is finalised.
- 7.7 Members are encouraged to start considering the strategy and priorities for next Financial Year.

**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 Divisional Programmes.

---

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

**Consulted:** N / A

**Annexes:** 8

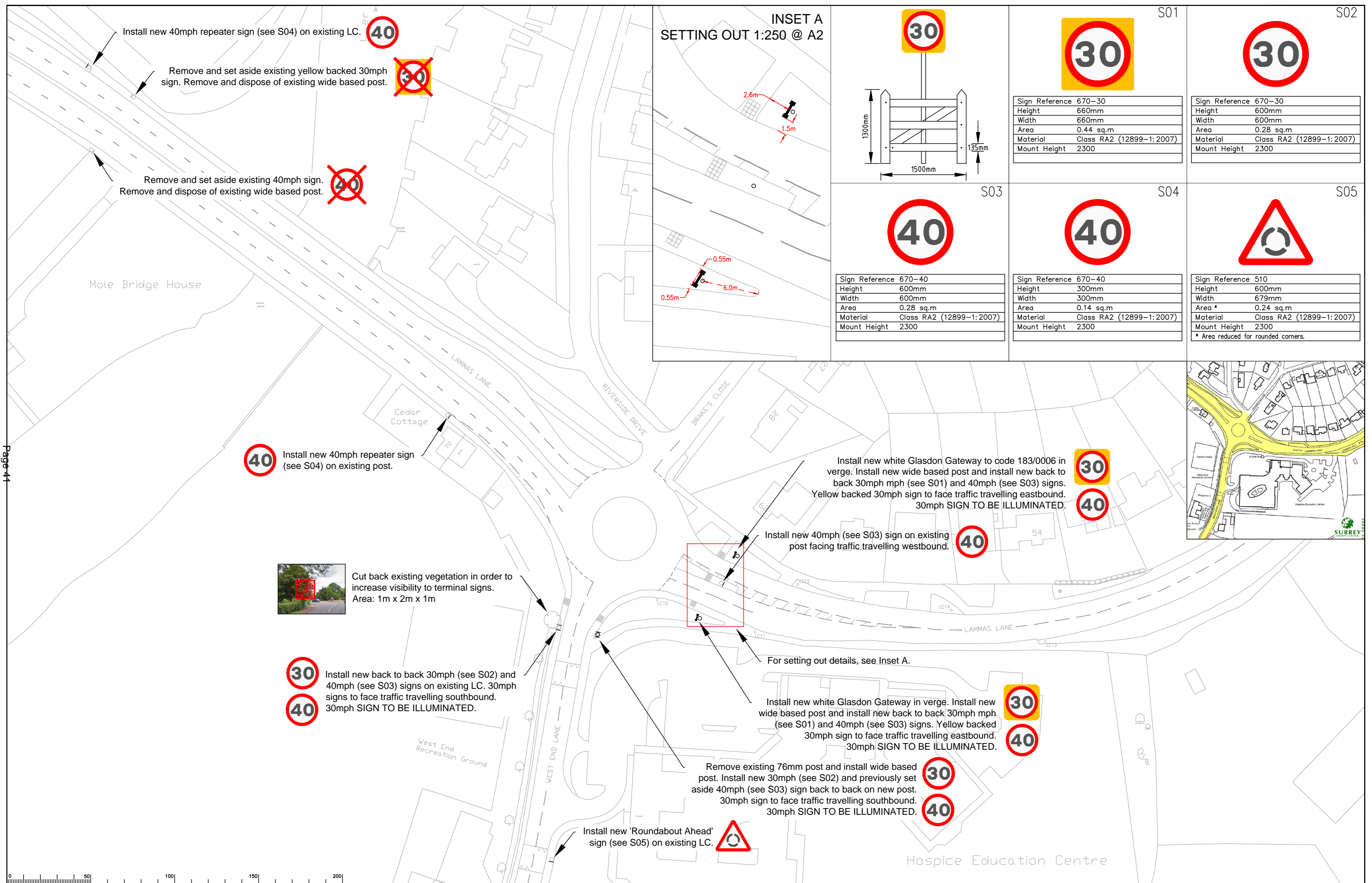
**Sources/background papers:** None

This page is intentionally left blank

### Elmbridge Local Committee parking account

<b>Income</b>	
On street parking account surplus 2013/14 (60% of £201,186.64)	£ 120,711.92
On street parking account surplus 2014/15 (60% of £338,107.00)	£ 202,864.00
On street parking account surplus 2015/16 (60% of £353,323.39)	£ 211,994.03
On street parking account surplus 2016/17 (60% of £482,000.00)	£ 289,200.00
On street parking account surplus 2017/18 (60% of £451,137.35) should arrive 31/03/19	£ 270,682.41
On street parking account surplus 2018/19 (assumed) should arrive 31/03/20	£ 270,000.00
<b>Total</b>	<b>£ 1,365,452.36</b>
<b>Expenditure</b>	
Engineer from 1 July 2015 to 31 March 2016	£ 24,000.00
Engineer from 1 April 2016 to 31 March 2017	£ 40,000.00
Engineer from 1 April 2017 to 31 March 2018	£ 40,000.00
Engineer from 1 April 2018 to 31 March 2019	£ 40,000.00
2014 parking review implementation	£ 11,219.00
2014 parking review advert	£ 4,323.60
Cobham parking review advert	£ 3,171.17
Cobham parking review implementation	£ 11,823.00
P&D machine replacement	£ 45,000.00
Hinchley Wood schools feasibility study 2016/17 (from ITS allocation fund)	£ 4,751.52
Esher Transport Study (from ITS allocation fund)	£ 10,000.35
Weybridge parking review advert estimate	£ 5,947.47
Felcott Road / Close advert	£ 675.21
Weybridge parking review implementation estimate	£ 5,109.00
Moleseys' and Dittons' review advert	£ 2,776.54
Esher, Claygate and Hinchley Wood review advert	£ 2,776.53
Lines and signs maintenance estimate (£4000 spent by borough and accounted for in 2017/18 surplus)	£ -
Moleseys' and Dittons' review implementation estimate	£ 15,000.00
Esher, Claygate and Hinchley Wood review implementation estimate	£ 15,000.00
Walton and Hersham review advert estimate	£ 6,000.00
Walton and Hersham review implementation estimate	£ 60,000.00
2019 parking review advert estimate	£ 6,000.00
2019 parking review implementation estimate	£ 50,000.00
Lines and signs maintenance estimate (remaining of £10k)	£ 6,000.00
Cycling strategy allocation 2016/17	£ 100,000.00
Integrated transport schemes development allocation 2016/17 (remaining of £270k)	£ 245,248.13
Hare Lane Claygate speed assessment (from ITS allocation fund)	£ 5,000.00
A245 Stoke Road traffic calming feasibility study (from ITS allocation fund)	£ 5,000.00
7 x LSR schemes (from ITS allocation fund)	£ -
Cycling strategy allocation 2017/18	£ 50,000.00
<b>Total</b>	<b>£ 814,821.52</b>
<b>Projected balance at 31 March 2019*</b>	<b>£ 280,630.85</b>
* Includes projected cost for 2019 parking review implementation, which would not be paid until the 2019/20 financial year. Excludes estimated £270,000 for 2018/19 surplus.	
Note, figures in black indicate fixed or final sums. Figures in blue indicate estimated sums and allocations.	

This page is intentionally left blank



Page 41

Notes

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

North Point	Project
	LAMMAS LANE, ESHER SPEED MANAGEMENT GENERAL ARRANGEMENT OPTION 2

Project	Drawing
LAMMAS LANE, ESHER SPEED MANAGEMENT GENERAL ARRANGEMENT OPTION 2	SHEET 1 OF 1

Contract	Project No.
	PC0548
Sheet No.	Rev.
PC0548_02	-
Classification	
PRESENTATION	

ITEM 11

This page is intentionally left blank



## Annex C – Winter Damage programme list of roads for consideration

Road No	Road Name	Location	District	Cllr	Patching Extents
B369	Walton Road	West Molesey	Elmbridge	Ernest Mallett	New Road to Rosemary Avenue
B3379	Station Road	Esher	Elmbridge	Peter Szanto, Mike Bennison & Nick Darby	Full length
B3379	Ember Lane	East Molesey	Elmbridge	Nick Darby	Full length
C42	Downside Bridge Road	Cobham	Elmbridge	Mary Lewis	By junction with St Andrew's Walk
C161	St Leonard's Road	Thames Ditton	Elmbridge	Nick Darby	Full length including road tables
C158	High Street	Claygate	Elmbridge	Mike Bennison	Full length
C158	Red Lane	Claygate	Elmbridge	Mike Bennison	From St Leonards Road to Merrilyn Close including outside number 3
C160	High Street & Summer Road	Thames Ditton	Elmbridge	Nick Darby	Repairs to speed cushions and road tables
D2508	Cobham Road	Cobham	Elmbridge	Mary Lewis	Untreated section (but note that the embankment on the approach to the M25 is being monitored for subsidence.
D6864	Blundel Lane	Stoke D'Abernon	Elmbridge	Mike Bennison & Mary Lewis	Approaches to the railway bridge

This page is intentionally left blank

## Annex D – Roads being considered for the capital preventative programme

Road Name	Location
Weston Park Close	Thames Ditton
Weston Park	Thames Ditton
Arch Road	Hersham
Thrupps Lane	Hersham
Baker Street	Weybridge
Oakdale Road	Weybridge
Gascoigne Road	Weybridge
First Avenue	Weybridge
Broomfield Court	Weybridge
Thistledene	Thames Ditton
Franklyn Road	Walton on Thames
Florence Road	Walton on Thames
Rivernook Close	Elmbridge

This page is intentionally left blank

Recommended priority	Road No	Road Name	Location	Cllr	Extent to assess for patching	Comment
1	A309	Kingston Bypass	Hinchley Wood	Mike Bennison	Roundabout only with Claygate Lane	To treat the whole roundabout would cost approx £26K. This location is on the Horizon programme, but is in poor condition and generates a high volume of correspondence.
2	A317	Queens Road	Weybridge	Tim Oliver	Junction with Oatlands Avenue to Princes Road - must include railway bridge	To treat the whole length would cost approx £26K. This location is also on the Horizon programme but the carriageway surface over the railway bridge is in very poor condition and may not last another winter.
3	D3898	Queens Road	Hersham	John O'Reilly	Westcar Lane to Burwood Road - especially at the Westcar Lane end	To resurface the whole road would cost over £100K. To patch the worst sections would cost £10K plus.
4	D3814	Cottimore Lane	Walton	Rachael Lake	Gap between new surfaces with Ambleside Avenue	This area needs to be surveyed. Expecting a cost of over £7K.
5	D3871	Brockley Combe	Walton	Tony Samuels	Whole road including junction with St Mary's Road	Need to survey to identify and estimate cost of patching worst sections.
6	D6964	Speer Road	Thames Ditton	Nick Darby	Summer Road end beyond Warwick Road	Need to survey to identify and estimate cost of patching worst sections.
7	D6859	Water Lane roundabout	Cobham	Mary Lewis	Roundabout only	To treat the whole roundabout would cost approx £6K.
8	D6901	Douglas Road	Esher	Peter Szanto	Full length	Need to survey to identify and estimate cost of patching worst sections.
9	D6953	Beldham Gardens	West Molesey	Ernest Mallet	Full length	This road provides access to sheltered accomodation. Need to survey to identify and estimate cost of patching worst sections.
10	D3877	Portmore Park Road	Weybridge	Tim Oliver	Full length	This is suggested as an alternative to Queens Road, in the event that Queens Road is funded from elsewhere.
11	D6952	Buckingham Avenue	West Molesey	Ernest Mallet	Full length plus side arms	Only feasible to treat the worst arm of Buckingham Avenue with the funding available.
12	D6827	Elm Road	Claygate	Mike Bennison	Patches	This is suggested as an alternative to the A309 / Claygate Lane roundabout, in the event that the roundabout is funded from elsewhere.
13	D6908	Lime Tree Avenue	Thames Ditton	Nick Darby	Junction with Hampton Court Way	Reserve site if funding stretches this far.
14	A245	Stoke Road	Cobham	Mary Lewis	Junction with Fairmile Lane	Reserve site if funding stretches this far.

This page is intentionally left blank

## Annex F: Cycle Tracks Order – Footpath 23 between the River Wey and Weybridge Railway Station

### Background

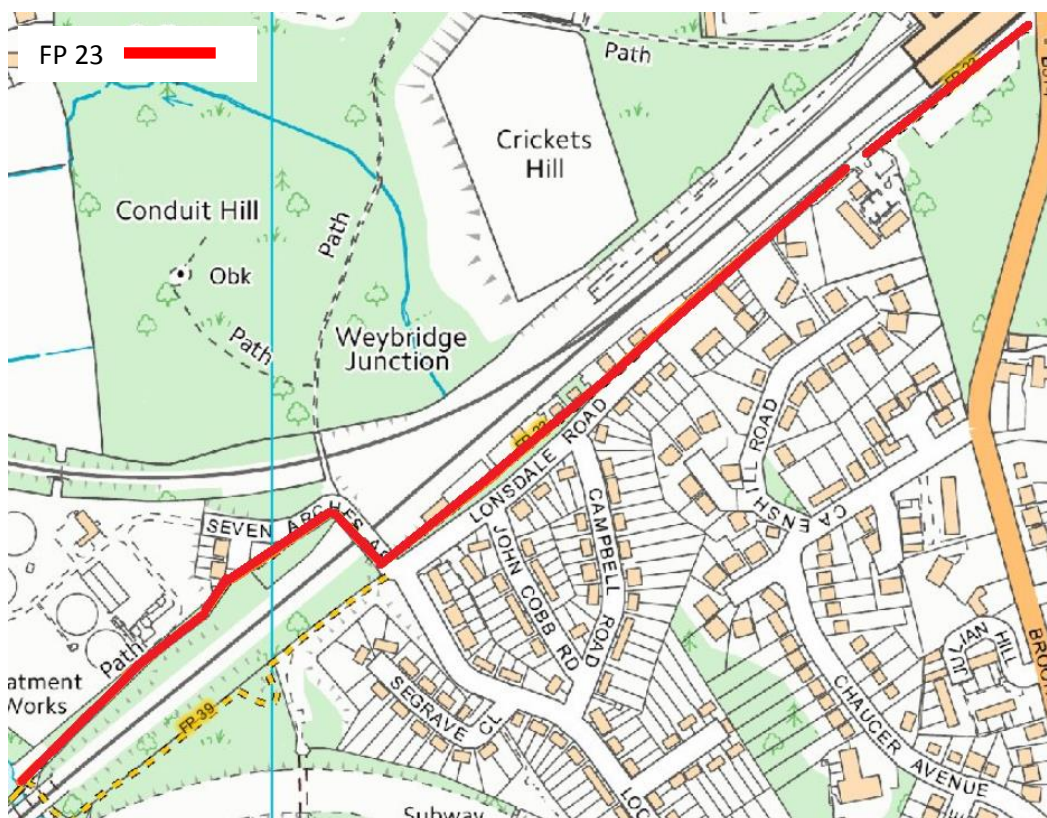
It is proposed to create a formal pedestrian/cycle route between the Brooklands Business Park/Brooklands Community Park and Weybridge Railway Station. The route, separated from busy traffic, would follow the line of the unbound path from the Brooklands Community Park, north along the River Wey to Seven Arches Bridge. It would then continue broadly along the line of Footpath 23 (FP 23) to Weybridge Railway Station. It would be well surfaced and lighting would be improved where appropriate to enable use all year round. The infrastructure to provide the route would be delivered through the Brooklands Business Park Accessibility Project if funding is successfully awarded by the Enterprise M3 LEP. A bid for funding was submitted in April 2018.

The pedestrian/cycle route is needed to improve accessibility to the Brooklands Business Park. It would widen travel choice, encourage more people to travel by sustainable modes and mitigate congestion through reducing the reliance on car travel in the area. Economic appraisal work included within the bid for funding shows that construction of the pedestrian/cycle route would provide good value for money.

### Conversion of part of Footpath 23 to Cycle Track

Under the Cycle Tracks Act 1984, the County Council has the power to convert public footpaths into cycle tracks. The public has a right of way on both foot and pedal cycle on a cycle track.

Public Footpath 23 covers the part of the proposed pedestrian/cycle route between the River Wey and Weybridge Railway Station as shown on the map below.



## ITEM 11

Public footpaths provide a right of way on foot only, therefore cycling is not currently permitted on the route, apart from where there is an overlap with publically maintainable roads (e.g. Lonsdale Road). In order to permit cycling along the full distance it is proposed that a 2m width of the footpath would be converted to cycle track along the sections where cycling is currently not permitted. This proposal is shown across Map 1 and Map 2 that have been included.

The remaining width not converted to cycle track would remain public footpath. This is important in order for FP 23 to remain on the Definitive Map.

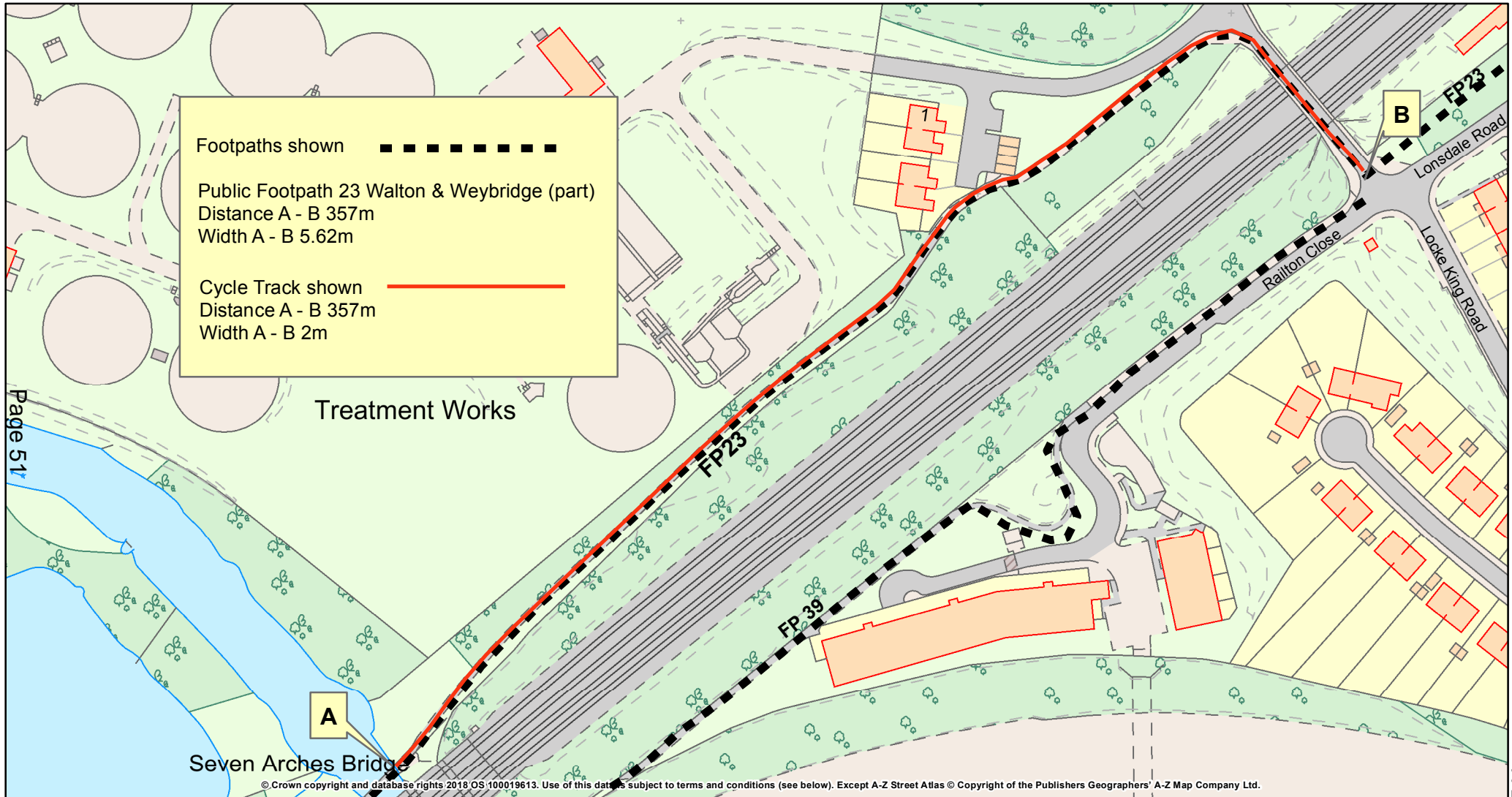
The process for making Cycle Tracks Orders is outlined below:

- 1) Carry out informal/initial consultation (with one or more organisations representing persons who use the footpath, local authority within whose area the footpath is situated, statutory undertakers, chief of police). This has been done and no objections to date have been received.
- 2) Make the Order. On making the Order further consultation is carried out. A public notice of the Order is advertised on site, on a public noticeboard, in a local newspaper, and notices are sent to consultees.
- 3) There is a period of time (not less than 28 days) for objections to be raised to the Order.
- 4) Unopposed Orders are confirmed. The Order would come into operation on the first publication of the notice confirming the date it takes effect.
- 5) Opposed Orders are submitted to the Secretary of State for Transport for determining whether the Order can be confirmed or a Local Inquiry is required.

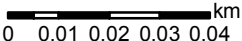


# Cycle Tracks Order


## Public Footpath 23 Walton & Weybridge



1:1,500



0 0.01 0.02 0.03 0.04 km



OS terms & conditions: You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

### Brooklands – Weybridge Station cycle route

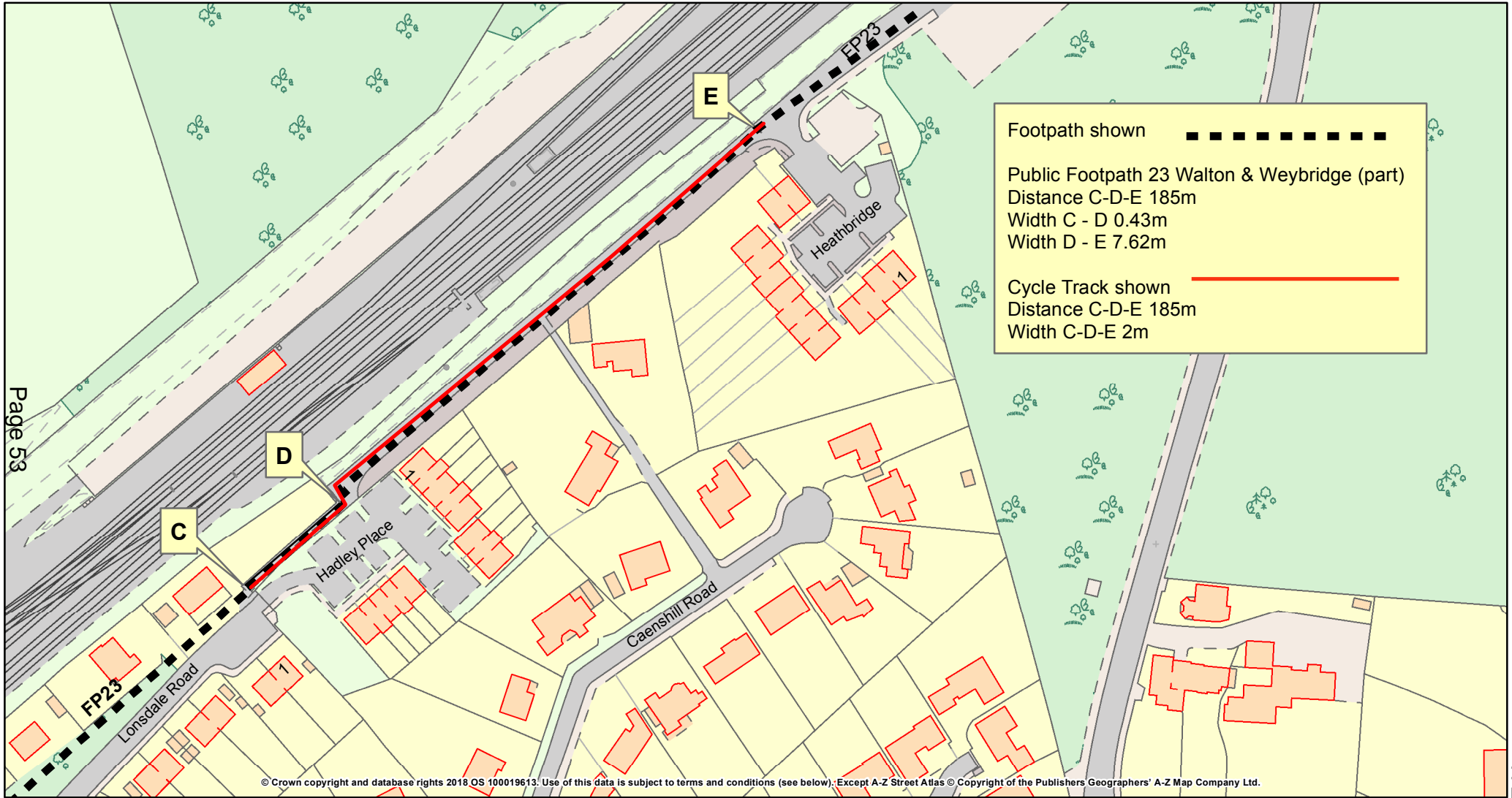
Grid Ref at A: 506820 163092  
Date: 23/01/2018  
Drawn by: AW  
Drawing No. 3/1/78/H29A2

ITEM 11

This page is intentionally left blank

# Cycle Tracks Order

## Public Footpath 23 Walton & Weybridge




Page 53

© Crown copyright and database rights 2018 OS 100019613. Use of this data is subject to terms and conditions (see below). Except A-Z Street Atlas © Copyright of the Publishers Geographers' A-Z Map Company Ltd.

ITEM 11

1:1,500      0 0.01 0.02 0.03 0.04 km



OS terms & conditions: You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

### Brooklands – Weybridge Station cycle route

Grid Ref at C: 507274 163418  
Date: 23/01/2018  
Drawn by: AW  
Drawing No. 3/1/78/H29B

This page is intentionally left blank

## Annex G – Request for bus stop clearways at six bus stops on the K3 bus route in the Elmbridge area

**Location:** Existing southbound bus stop in Oaken Lane, Claygate at Woodbourne Drive, Claygate

**Problem:** This bus stop currently has no bus cage. Recent TfL data shows the stop is moderately used. Whilst there are no reported issues of on-street parking, a bus stop clearway will ensure buses can access the bus stop at all times. Most frontagers have off-street parking for a minimum of two cars.

**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 and 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 11

**Location:** Existing northbound bus stop in Oaken Lane, Claygate at Woodbourne Drive, Claygate

**Problem:** This bus stop currently has no bus cage. Recent TfL data shows the stop is moderately used. Whilst there are no reported issues of on-street parking, the bus stop clearway will ensure buses can access the bus stop at all times. Most frontagers have off-street parking for a minimum of two cars.

**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 and 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 northbound bus stop in Manor Road South, at Manor Road South/Oaken Lane.

**Problem:** This bus stop currently has no bus cage and very little hard standing for waiting passengers. Recent TfL data shows the stop is moderately used. Some parking issues have been reported by operator TfL, particularly at weekends, due to activities and events at the adjacent sports grounds in Oaken Lane. Most frontagers have off-street parking for a minimum of two cars.

**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 and 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. (Improvements are also planned to increase and improve the passenger waiting area.)



## ITEM 11

**Location:** Existing southbound bus stop in Manor Road South, at Manor Road South/Oaken Lane.

**Problem:** This bus stop currently has no bus cage and very little hard standing for waiting passengers. Recent TfL data shows the stop is moderately used. Some parking issues have been reported by operator TfL, particularly at weekends, due to activities and events at the adjacent sports grounds in Oaken Lane. Most frontagers have off-street parking for a minimum of two cars.

**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 and 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. (Improvements are also planned to increase and improve the passenger waiting area.)





**Location:** Existing northbound bus stop in Church Street, Esher (for alighting only).

**Problem:** This bus stop currently has no bus cage. However, it benefits from double yellow line parking restrictions, but these have no associated loading restrictions. Whilst it is important that businesses can be serviced by delivery vehicles the kerb space next to the bus stop should be protected from inconsiderate parking by delivery vehicles. The proposed bus stop clearway will leave sufficient kerb space south of the bus stop from where deliveries can be made.

**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 and to enable the restrictions to be enforced. With no loading restriction applicable to this street and a busy commercial frontage, a bus stop clearway will ensure buses have access to the bus stop at all times. 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. (Improvements are also planned to increase and improve the passenger waiting area.)



## ITEM 11

**Location:** Existing northbound bus stop in Hare Lane, at Loseberry Road, Claygate.

**Problem:** This bus stop currently has no bus cage. Whilst Hare Lane in this locality has few parking issues, a bus stop clearway will deter any unnecessary and unwanted parking on or close to the bus stop.

**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 and 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.



**Annex H: Elmbridge Local Transport Strategy, Draft Live Forward Programme**

Scheme ID	Location and scheme / package description	Scheme purpose	Transport type	Current delivery stage	Estimated cost, (with base year where known)	Potential funding sources
<b>Principal road and rail network schemes (borough-wide)</b>						
PRRN 1	Rail capacity improvements including Crossrail 2 (SW Main Line).	For sustainable economic growth.	Rail	Identification & assessment of options	TBC	SCC LEP
PRRN 2	Wider Network Benefits.	Improved network management and efficiency across the county providing benefits to borough consistent with Surrey County Council's Congestion Strategy. Includes technology such as: CCTV, Automatic Number Plate Recognition (ANPR) and Dial Up Signal Control (DUSC).	Multiple	Identification & assessment of options	£2m (2017)	LEP CIL
PRRN 3	Mobility ramps at various sites across the borough	Improve pedestrian accessibility especially for vulnerable road users	Local Highways/Road Safety	Identification & assessment of options	£2,000 per site (2017)	SCC Local Committee
PRRN 4	Bridge strike sites - warning and route sign improvements. Sites identified (scheme scoring for a typical site): Hersham Road, Walton on Thames (some treatment undertaken) Molesey Road, Hersham Portsmouth Road, Esher (east of Scilly Isles) Station Road, Esher Mill Road/More Lane, Esher Hare Lane, Claygate Lower Green Road, Esher Weston Green Road/Embercourt Road, Thames Ditton.	Improve warning and route signage.	Local Highways/Road Safety	Identification & assessment of options	£5,000 (2017)	PIC CIL
<b>Access to and from railways stations/networks (borough-wide)</b>						
ATRS 1	Access to and from Walton-on-Thames Railway Station via all modes including bus integration, cycling, car parks and walking.	To improve accessibility to the railway station and encourage more sustainable modes of travel choices.	Passenger Transport	Scheme Identification	TBC	PIC CIL SWR

ATRS 2	Access to and from Weybridge Railway Station via all modes including bus integration, cycling, car parks and walking.	To improve accessibility to the railway station and encourage more sustainable modes of travel choices.	Passenger Transport	Scheme Identification	TBC	CIL SWR LEP
ATRS 3	Access to and from Hampton Court Railway Station via all modes including bus integration, cycling, car parks and walking.	To improve accessibility to the railway station and encourage more sustainable modes of travel choices.	Passenger Transport	Scheme Identification	£2m (2017)	CIL SWR Developer
ATRS 4	Access to and from Claygate Railways Station via all modes including bus integration, cycling, car parks and walking.	To improve accessibility to the railway station and encourage more sustainable modes of travel choices.	Passenger Transport	Scheme Identification	TBC	CIL SWR
ATRS 5	Access to and from Hersham Railway Station via all modes including bus integration, cycling, car parks and walking.	To improve accessibility to the railway station and encourage more sustainable modes of travel choices.	Passenger Transport	Scheme Identification	TBC	CIL SWR
ATRS 6	Access to and from Esher Railway Station via all modes including bus integration, cycling, car parks and walking.	To improve accessibility to the railway station and encourage more sustainable modes of travel choices.	Passenger Transport	Scheme Identification	TBC	CIL SWR
ATRS 7	Access to and from Oxshott Railways Station via all modes including bus integration, cycling, car parks and walking.	To improve accessibility to the railway station and encourage more sustainable modes of travel choices.	Passenger Transport	Scheme Identification	TBC	CIL SWR
ATRS 8	Access to and from Cobham & Stoke D'Abernon Railway Station via all modes including bus integration, cycling, car parks and walking.	To improve accessibility to the railway station and encourage more sustainable modes of travel choices.	Passenger Transport	Scheme Identification	TBC	CIL SWR
ATRS 9	Access to and from Hinchley Wood Railway Station via all modes including bus integration, cycling, car parks and walking.	To improve accessibility to the railway station and encourage more sustainable modes of travel choices.	Passenger Transport	Scheme Identification	TBC	CIL SWR
ATRS 10	Access to and from Thames Ditton Railway Station via all modes including bus integration, cycling, car parks and walking.	To improve accessibility to the railway station and encourage more sustainable modes of travel choices.	Passenger Transport	Scheme Identification	TBC	CIL SWR
ATRS 11	Improve cycle and pedestrian access to rail stations in Cobham, Oxshott, Stoke D'Abernon and Downside.	To improve accessibility to rail stations.	Passenger Transport	Scheme Identification	TBC	CIL SWR
ATRS 12	Increase cycle parking at all rail stations in Cobham, Oxshott, Stoke D'Abernon and Downside.	To encourage more sustainable travel choices.	Passenger Transport	Scheme Identification	£20,000 per 12 spaces (2017)	CIL SWR

Improvements to Road Safety Outside Schools (borough-wide)						
RSOS 1	Road Safety around local schools in Walton-on-Thames.	Improve safety and traffic flow around local schools.	Local Highways/Road Safety	Scheme Identification	£200,000 (2017)	CIL Local Committee
RSOS 2	Ashley Road/New Zealand Avenue crossing improvements (Walton-on-Thames).	Resolve overcrowding on pedestrian crossing traffic island. Road Safety Outside Schools.	Local Highways/Road Safety	Feasibility	£30,000 (2017)	PIC CIL
RSOS 3	Pedestrian crossings on Milbourne Lane, Esher (around schools).	To improve pedestrian accessibility and safety (Road Safety Outside Schools).	Local Highways/Road Safety	Feasibility	£20,000 (2017)	CIL Local Committee PIC
RSOS 4	Improvements to Road Safety Outside Schools in East and West Molesey.	Improve safety around locals schools.	Local Highways/Road Safety	Scheme Identification	£100,000 - £200,000 per school (2017)	CIL Local Committee
RSOS 5	Provide safe crossings at all schools in the settlement area in Thames Ditton, Long Ditton, Hinchley Wood and Weston Green.	To improve safety and accessibility to local schools.	Local Highways/Road Safety	Scheme Identification	£100,000 - £200,000 per school (2017)	CIL Local Committee
RSOS 6	Hinchley Wood Schools, Claygate Lane - Cycle and pedestrian facilities, width restrictions, parking bays and pelican crossing/ zebra crossing/ island.	To improve Road Safety Outside Schools in Hinchley Wood.	Local Highways/Road Safety	Construction	£0.25m (2017)	CIL
Local Cycling Plan improvements (borough-wide)						
CS 1	Pedestrian and cyclist improvements along the A245 corridor.	Improve safety for pedestrians and cyclists.	Pedestrian/Cycling	Scheme identification	£2m - £3m for the corridor between Cobham and Brooklands (2017)	SCC CIL Local Committee
CS 2	Improvements to pedestrian and cyclist accessibility from Hersham village centre to Hersham Railway Station.	Improve pedestrian and cyclist accessibility.	Pedestrian/Cycling	Scheme Identification	£0.5m (2017)	CIL Local Committee
CS 3	Improvements to cycle and pedestrian routes throughout the East and West Molesey area: • Off carriage route along Hurst Road • Utilising rights of way around Island Barn Reservoir.	To improve pedestrian and cyclist accessibility.	Pedestrian/Cycling	Scheme Identification	£2m Rights of Way £300,000 (2017)	CIL Local Committee
CS 4	Improvements to cycle lanes on Hare Lane, Claygate.	Improve safety for cyclists.	Cycling	Scheme Identification	£500,000 (2017)	CIL Local Committee
CS 5	Cycle routes to school/ cycle network improvements local to Claygate.	Improve safety for cyclists and encourage sustainable travel.	Cycling	Scheme Identification	TBC (2017)	CIL Local Committee

CS 6	Pointers Road cycle route to Chillbrook Road and Downside Common Road.	Improvements to cycle routes and cyclist accessibility.	Cycling	Scheme Identification	£100,000 (2017)	Highways England through M25 junction 10 improvements
CS 7	A3 Cycle Route on East Side.	Improvements to cycle routes and cyclist accessibility.	Cycling	Design	£500,000 (2017)	Highways England through M25 junction 10 improvements
CS 8	A307 from Cobham to Esher and around the Scilly Isles cycle route.	Improvements to cycle routes and cyclist accessibility.	Cycling	Scheme Identification	£2m (2017)	No funding identified
CS 9	Cycle route from Milbourne Lane to Esher High Street along the A244.	Improvements to cycle routes and cyclist accessibility.	Cycling	Scheme Identification	£400,000 (2017)	No funding identified
CS 10	Lammas Lane cycle route from Esher High Street to Esher Road.	Improvements to cycle routes and cyclist accessibility.	Cycling	Scheme Identification	£500,000 (2017)	No funding identified
CS 11	More Lane cycle route and Mill Road.	Improvements to cycle routes and cyclist accessibility.	Cycling	Scheme Identification	£400,000 (2017)	No funding identified
CS 12	Burwood Road cycle route.	Improvements to cycle routes and cyclist accessibility.	Cycling	Scheme Identification	£1m (2017)	No funding identified
CS 13	Seven Hills Road cycle route.	Improvements to cycle routes and cyclist accessibility.	Cycling	Scheme Identification	£1.5m (2017)	No funding identified
CS 14	Off highway cycle routes from Felcott Road to Arch Road.	Improvements to cycle routes and cyclist accessibility.	Cycling	Scheme Identification	£90,000 (2017)	No funding identified
CS 15	Cycle route from Felcott Road to Molesey Road using footpath 12.	Improvements to cycle routes and cyclist accessibility.	Cycling	Scheme Identification	£50,000 (2017)	No funding identified
CS 16	Molesey Road cycle route from Hersham Station to West Molesey.	Improvements to cycle routes and cyclist accessibility.	Cycling	Scheme Identification	£1m (2017)	No funding identified
CS 17	Queens Road cycle route from Seven Hills Road to Hersham By Pass.	Improvements to cycle routes and cyclist accessibility.	Cycling	Scheme Identification	£800,000 (2017)	No funding identified
CS 18	Ashley Road cycle route.	Improvements to cycle routes and cyclist accessibility.	Cycling	Scheme Identification	£800,000 (2017)	No funding identified
CS 19	Hersham Road and Robinsway cycle route.	Improvements to cycle routes and cyclist accessibility.	Cycling	Scheme Identification	£800,000 (2017)	No funding identified

CS 20	Cycle routes to Walton Station including: <ul style="list-style-type: none"> <li>• Cycle route on Station Avenue</li> <li>• Signing along Mayfield Road.</li> </ul>	Improvements to cycle routes and cyclist accessibility.	Cycling	Scheme Identification	£400,000 (2017)	No funding identified
CS 21	New Zealand Avenue cycle route.	Improvements to cycle routes and cyclist accessibility.	Cycling	Scheme Identification	£300,000 (2017)	No funding identified
CS 22	Engine River Cycle Track including link north to National Cycle Route (NCR).	Improvements to cycle routes and cyclist accessibility.	Cycling	Scheme Identification	£100,000 (2017)	No funding identified
CS 23	Claygate Lane cycle routes.	Improvements to cycle routes and cyclist accessibility.	Cycling	Scheme Identification	£250,000 (2017)	No funding identified
CS 24	Cycle route Woodstock Lane north to Woodstock Lane south under A309: <ul style="list-style-type: none"> <li>• Crossing facility of the A309 (northern arm)</li> <li>• Improvements to lighting and subway.</li> </ul>	Improving subway at Woodstock Lane for cyclists.	Cycling	Scheme Identification	£150,000 (2017)	No funding identified
CS 25	Weybridge Cycle Links: <ul style="list-style-type: none"> <li>• Creating cycle route of footpath 20</li> <li>• Creating cycle route of footpath 22</li> <li>• Directional signage.</li> </ul>	Improvements to cycle routes and cyclist accessibility.	Cycling	Scheme Identification	£50,000 (2017)	No funding identified
CS 26	Cycle route through Brooklands Industrial Estate and along Wellington Way.	Improvements to cycle routes and cyclist accessibility.	Cycling	Scheme Identification	£400,000 (2017)	No funding identified
CS 27	Missing section of cycle route on Terrace Road between Thames Mead and Cambridge Road.	Improvements to cycle routes and cyclist accessibility.	Cycling	Scheme Identification	£100,000 (2017)	No funding identified
CS 28	Fieldcommon Development Site: <ul style="list-style-type: none"> <li>• Off road cycle route</li> <li>• Utilising right of way network.</li> </ul>	Improvements to cycle routes and cyclist accessibility.	Cycling	Scheme Identification	£400,000 (2017)	No funding identified
<b>Improvements to the local bus network (borough-wide)</b>						
LBN 1	Borough wide passenger transport improvements: <ul style="list-style-type: none"> <li>• Quality bus corridors</li> <li>• Real Time Passenger Information (RTPI)</li> <li>• Provision of bus priority links</li> <li>• Smart Card.</li> </ul>	Encourage sustainable transport; Economic benefits.	Passenger Transport	Identification & assessment of options	£1m (2017)	SCC LTB CIL

LBN 2	Quality Bus Corridor improvements to Route 458 • Intelligent bus priority at traffic signal controlled junctions • Bus stop accessibility enhancements.	Encourage more sustainable transport choices and improve bus service reliability and accessibility.	Passenger Transport	Design	£200,000 (2017)	PIC
LBN 3	Quality bus route improvements 461 (Addlestone to Kingston via Weybridge) and 411 (East, West Molesey to Kingston).	Improve bus service, reliability and accessibility.	Passenger Transport	Identification and assessment of options	£150,000 (2017)	PIC 106
LBN 4	Quality bus corridor improvements on Route K3 in partnership with TFL.	Improve accessibility to bus stops.	Passenger Transport	Identification & assessment of options	£200,000 (2017)	PIC
LBN 5	Quality bus corridor improvements on Route 715: • Real Time Passenger Information (RTPI) • Bus stop accessibility improvements • Measures to improve reliability • Passenger worthy facilities.	Improve accessibility to bus stops and improve information provision.	Passenger Transport	Identification & assessment of options	£150,000 (2017)	PIC CIL
LBN 6	Quality Bus Corridor route 408 enhancements.	Improve accessibility and information provision.	Passenger Transport	Design	£200,000 (2017)	PIC
<b>Air Quality Improvements (borough-wide)</b>						
AQ 1	Support for delivery of emerging Surrey-wide Electric Vehicle strategy.	Encourage uptake and provision for low emission vehicles, to reduce harmful pollutants and impact on traffic on human health.	Low emission vehicles	Strategy development	Varies depending on specific scheme	CIL Defra Air Quality Grant
AQ 2	Borough wide behaviour change programme - building upon the Travel SMART Surrey programme (2012-2015) to support people to take up sustainable and active transport modes (e.g. walking, cycling, public transport, electric vehicles). Revenue funding to support infrastructure delivery.	To provide measures which encourage or facilitate modal shift towards sustainable transport modes. This would build upon the Surrey Travel SMART programme which ran between 2012-2016. Measures could include: campaigns, themed events, business engagement, community engagement programmes, information e.g. maps and bus information, personalised travel planning. See: <a href="http://www.travelsmartsurrey.info">www.travelsmartsurrey.info</a>	Multiple	Varies depending on specific scheme	Varies depending on specific scheme	Defra Air Quality Grant, Department for Transport, Local Sustainable Transport Fund, Access Fund, CIL, LEPs
<b>Walton-on-Thames</b>						
Wal 1	A244 Walton to Halliford Corridor.	Assess impacts on the transport corridor following completion of Walton Bridge Project and to propose solutions; To coordinate with DfT funded cycle scheme.	Local Highways	Feasibility	£0.5 - £2m Until study reaches conclusion (2017)	CIL Local Committee



Wal 2	Walton High Street - new (or replacement) Zebra Crossing between the Heart and Boots.	Improve pedestrian safety and accessibility. Reduce accidents.	Local Highways/Road Safety	Feasibility	£50,000 (2017)	PIC CIL
Wal 3	Walton Road between Esher Road and Avern Road - Casualty reduction.	Reduce the number of casualties and accidents.	Local Highways/Road Safety	Feasibility	TBC	PIC CIL Local Committee
Wal 4	A3050 Terrace Road Jct. Walton Road - Installation of pedestrian island in mouth of Walton Road.	Priority Junction to improve pedestrian and cyclist accessibility and safety (Reduce pedal cycle accidents).	Junction/Road Safety	Design/Build 2018 - 2019	£20,000 (2017)	PIC
Wal 5	D3809 High Street, Walton-on-Thames - Feasibility study into crossing points. Possible additional crossing point outside The Heart Shopping Centre.	To improve safety and reduce accidents along the length of the road.	Local Highways/Road Safety	Feasibility and Design 2017 - 2018	Dependent on options (2017)	CIL
Wal 6	A244 High Street, Walton-on-Thames (S/B One-way) - Narrowing of lanes, pedal cycle lane and pelican kerb build out.	To reduce the number of pedal cycle accidents along the whole length of road.	Pedestrian/Cycle	Sketch scheme options for consultation and design 2018-19	£25k - 50k estimate (2017)	RSS
<b>Weybridge</b>						
Wey 1	<p>Brooklands Business Park Accessibility Project - Pedestrian/cycle scheme: A continuous pedestrian/cycling route between the Brooklands Business Park, Weybridge Railway Station and Weybridge town centre. This route would have a sealed surface and be usable all year round.</p> <ul style="list-style-type: none"> <li>• Weybridge Railway Station: Increased cycle storage, provision of bus real time information screens to better integrate rail/bus travel, improving the footway by the station entrance, provision of electric vehicle car parking bays, and wayfinding information at the station.</li> <li>• Pedestrian and road safety improvements around Weybridge Railway Station including crossings across Station Approach, Old Heath Road and Heath Road.</li> <li>• Investment in passenger transport infrastructure in the area.</li> <li>• Wayfinding scheme: Installation of wayfinding signs at strategic locations between Brooklands and Weybridge.</li> </ul>	To improve accessibility, widen travel choice and encourage more people to travel by sustainable modes between Brooklands, Weybridge Railway Station and Weybridge town centre.	Major Transport Project	Feasibility	£2.5m (2017)	LEP CIL Developer SWR Local businesses
Wey 2	Pine Grove, Weybridge - narrow carriageway on bend; potential wider improvements e.g. 20mph, HGV restrictions (mandatory/advisory).	Improve carriageway and safety.	Local Highways/Road Safety	Scheme Identification	£50,000 (2017)	PIC CIL
<b>Esher</b>						

Esh 1	Esher transport study Propose solutions to address congestion and to identify travel patterns Lammas Lane/ More Lane/ Church Lane junction improvements.	To find solutions to relieve congestion within the settlement area.	Junction	Ongoing (May/June 2017)	£1m - 2m (2017)	PIC CIL Local Committee
Esh 2	Install temporary anti-idling signs (Travel Smart), to try and reduce pollutant levels in Esher town centre.	Reduce NO2 emissions with the AQMA in Esher.	Air Quality Reduction	Feasibility completed 2017.	TBC	TBC
Esh 3	A307 Portsmouth Road, Esher - Pedestrian refuge island improved access to bus stops near Scilly Isles.	To improve pedestrian accessibility to bus stops.	Pedestrian	Feasibility	£15,000 (2017)	PIC CIL
Esh 4	Scilly Isles - revise road markings (e.g. yellow box or KEEP CLEAR, lane designations and signs).	To improve safety, prevent blocking and improve flow through junction.	Junction	Feasibility	£15,000 (2017)	PIC CIL
Esh 5	Hampton Court junction(s) to the south of the bridge (casualty reduction, congestion etc.).	To reduce casualty and congestion.	Junction	Scheme identification	£4,000 (2017)	PIC CIL
Esh 6	Station Road, Esher - improvement to streetlighting, underneath railway bridge.	To improve streetlighting and safety of pedestrians and cyclists.	Pedestrian/Road Safety	Scheme identification	TBC - subject to feasibility	PIC CIL Local Committee
<b>Hersham</b>						
Her 1	Improvements to pick up and drop off points around local schools in particular Bell Farm and Rydens.	Improve safety and relieve congestion.	Local Highways/Road Safety	Scheme Identification	£0.1m (2014)	CIL Local Committee
Her 2	Improvements to relieve congestion at Sir Richard's Bridge.	Relieve congestion.	Local Highways	Scheme Identification	£500,000 (2017)	CIL Local Committee
Her 3	Pedestrian Crossing facilities by Hersham Station.	Improve pedestrian accessibility to the station.	Pedestrian	Feasibility	£20,000 (2017)	PIC CIL Local Committee
<b>East and West Molesey</b>						
EWM 1	Bridge Road pedestrian improvements.	To improve pedestrian accessibility.	Pedestrian	Feasibility	£75,000 (2017)	PIC CIL
EWM 2	B369 Walton Road Jct. Bridge Road/ Esher Lane. East Molesey - Installation of two Traffic islands and kerb build-out.	To reduce speeds and pedal cycle accidents.	Local Highways/Road Safety	Feasibility (second round)	TBC - original idea not being feasible.	Parking Surplus
EWM 3	A309 Hampton Court Way, Hampton Court -Northbound pedal cycle lane, reduction in exit lanes from four to two in A3050 River Bank.	To reduce pedal cycle accidents and congestion.	Cycling/Road Safety	Internal Feasibility	£5,000 for modelling (2017)	Possible PIC/CIL bid for 2018 - 2019
EWM 4	B369 Walton Road Jct. New Road, West Molesey - Installation of pedestrian island.	To improve safety of pedestrians and reduce accidents at the junction on a bend.	Junction	Scheme redesign	£30,000 (2017)	RSS fund redesign PIC for installation 2018-2019
<b>Thames Ditton, Long Ditton, Hinchley Wood and Weston Green</b>						

Dit 1	Improve pedestrian accessibility to local schools on Ditton Hill and Sugden Road.	Improve pedestrian safety.	Pedestrian	Construction of third stage	£150,000 (2017)	PIC Local Committee
Dit 2	Portsmouth Road pedestrian crossing near Ditton Reach.	Improve pedestrian safety and accessibility.	Pedestrian	Feasibility	£25,000 (2017)	PIC CIL
Dit 3	A309 Hampton Court Way, Thames Ditton - No U-turn signs (TRO required).	To reduce U-turn accidents including motor cycle fatalities along the length of the road.	Local Highways/Road Safety	Scheme sketched, design brief issued	< £10,000 (2017)	RSS
<b>Cobham, Oxshott, Stoke D'Abernon and Downside</b>						
Cob 1	Blundell Lane pedestrian and cycle accessibility improvements.	To bridge the gap in the current footway as the road crosses the railway bridge.	Pedestrian/Cycling	Identification & assessment of options	£3,000 for feasibility (2017)	CIL LTB Local Committee
Cob 2	A245 Stoke Road Speed Management Measures.	To improve awareness of 30mph limit and reduce speed on the road by replacing the existing VAS sign replacement with larger ones.	Speed Management	Feasibility	£10,000 - £15,000 (2017)	CIL Local Committee
Cob 3	Between Streets pedestrian crossing(s) by Painshill Park - near bus stops and safety improvements towards High Street.	To improve pedestrian safety towards the High Street.	Pedestrian/Road Safety	Feasibility	£50,000 (2017)	PIC CIL
Cob 4	Blundell Lane, Stoke D'Abernon - Junction improvement. On holding pending outcome of speed limit assessment.	To improve the safety of the junction by reducing speed.	Junction	Scheme identification	£115,000 (2017)	PIC CIL
Cob 5	D6875 Downside Road, Cobham - Feasibility study into footway and crossing point near school.	To improve road safety outside St Matthew's CofE School.	Local Highways/Road Safety	Scheme sketched, design brief	£50,000 (2017)	PIC CIL Local Committee
Cob 6	A244 High Street, Oxshott (Near Steel's Lane) Anti-skid surfacing on southbound approach (55m).	To prevent shunt and turning accidents along the length of the road / junction.	Local Highways/Road Safety	Scheme sketched. Design brief issued	£4,500 - £6,000 (2017)	No funding identified
Cob 7	A307 Portsmouth Road Jct. Fairmile Road, Cobham (incl. Fairmile Road) - Move speed limit terminal signing and two VAS in Fairmile Lane.	To improve road safety and reduce accidents at ATS Junction.	Junction	Scheme sketched. Design brief issued	£5,000 for signs (2017)	No funding identified
Cob 8	D6861 Heath Road, Oxshott - Maintenance of existing signing and additional chevrons and signs.	Improve signage to reduce loss of control accidents along the length of the road.	Local Highways/Road Safety	Scheme sketched. Design brief issued	£10,000 (2017)	No funding identified
<b>Claygate</b>						
Clay 1	Pedestrian improvements to Oaken Lane.	Improve pedestrian safety and accessibility.	Pedestrian/Road Safety	No movement	TBC (2017)	PIC

This page is intentionally left blank

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (ELMBRIDGE)**

**DATE: 11 June 2018**



**LEAD OFFICER: PARTNERSHIP COMMITTEE OFFICER**

**SUBJECT: LOCAL COMMITTEE COMMUNITY SAFETY FUNDING**  
**DIVISION: All**

**SUMMARY OF ISSUE:**

The local committee has a delegated budget of £3,000 for community safety projects in 2018/19. This report sets out the process by which this funding should be allocated to the Community Safety Partnership and/or other local community organisations that promote the safety and wellbeing of residents.

**RECOMMENDATIONS:**

**The Local Committee (Elmbridge) is asked to agree that:**

- (i) The committee's delegated community safety budget of £3,000 for 2018/19 be retained by the Community Partnership Team, on behalf of the Local Committee, and that the Community Safety Partnership and/or other local organisations be invited to submit proposals for funding that meet the criteria and principles set out at paragraph 2.4 of this report.
- (ii) Authority be delegated to the Community Safety Manager, in consultation with the Chairman and Vice-Chairman of the local committee, to authorise the expenditure of the community safety budget in accordance with the criteria and principles stated at paragraph 2.4 of this report.
- (iii) The committee receives updates on the project(s) funded, the outcomes and the impact it has achieved.

**REASONS FOR RECOMMENDATIONS:**

The report sets out a process for allocating the committee's delegated community safety budget of £3,000 to local organisations.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 Prior to 2016, the local committee had historically chosen to passport its delegated community safety funding to the local Community Safety Partnership (CSP) to assist in their efforts to tackle crime and anti- social behaviour on behalf of residents.
- 1.2 Following countywide analysis of the projects that were funded through CSPs and the outcomes achieved, the local committee agreed that its local CSP

should firstly be invited to provide an outline of any prospective projects that could be supported from the committee's funding for approval. This aimed to provide greater oversight of the committee's expenditure. In the context of the County's Medium Term Financial Plan and the requirement upon all county services to contribute to significant savings, the process would also help to achieve better value for money from projects in support of the County Council's wider community safety priorities.

## **2. ANALYSIS:**

- 2.1 In 2017/18, the committee awarded £1,800 to the Respect the Water Campaign and £1,200 to the Safe Drive Stay Alive Theatre production for the attendance of Elmbridge young people. Further details about the project(s) funded are contained in annex 1.
- 2.2 As in the previous year, a clear and simple process designed to support CSPs will be adopted in order that funds can be processed efficiently this year.
- 2.3 Local CSPs will be invited to submit a brief outline of the projects that they would like to put the committee's funding towards, using a simple template designed for this purpose.
- 2.4 To assist CSPs in identifying suitable projects, the following criteria will be provided as a guide:
  - (a) Results in residents feeling safer
  - (b) Has clear outcomes that align with the priorities of the Local Committee and/or the CSP
  - (c) Is non recurrent expenditure
  - (d) Does not fund routine CSP activities (e.g. salaries, training)
  - (e) Is not subsumed into generalised or non-descript funding pots
  - (f) Does not duplicate funding already provided (e.g. domestic abuse services, youth work, transport costs, literature which could be co-ordinated across all CSPs )
- 2.5 To ensure funds can be utilised within the current financial year, it is suggested that a deadline of **14 September 2018** is imposed for the submission of outline projects by CSPs and/or local organisations. This deadline will be communicated widely to local CSPs and partner organisations.
- 2.6 To ensure that funds can be distributed speedily and efficiently, it is recommended that authority is delegated to the Community Safety Manager, in consultation with the Chairman and Vice-Chairman of the Local Committee, to authorise the expenditure of the committee's funds outside the formal quarterly committee meeting cycle. This should allow local organisations to obtain approval, initiate and implement projects with the minimum of delay.
- 2.7 Once implemented, the CSP and any other recipients of this funding will be required to provide the local committee with a short update on each project, outlining how the funding was used and the difference and impact it has made in the local community.

**3. OPTIONS:**

- 3.1 All viable options were considered and appraised when forming the recommendations to the Local committee. The previous arrangement, whereby the committee transferred both its funding and the decision-making about how the funding could be used to the CSP was not considered to provide sufficient information on the impact that the funding or the outcomes it had achieved.
- 3.2 The recommended funding arrangements will employ a simple process for the commitment of funds by the committee to enable greater scrutiny over the use of this funding.

**4. CONSULTATIONS:**

- 4.1 Local committee chairmen were collectively consulted about the process for allocating community safety funding, as recommended in this report.

**5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 The costs of the recommendations in this report are contained within existing revenue budgets. Early scrutiny of proposed projects by CSPs and local organisations will help to achieve better value for money for the Committee's funding.

**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 There are no direct equalities or diversity implications. However, through its membership of the local CSP, the County Council can help to ensure that local services are accessible to harder to reach groups. The CSP also maintains ongoing monitoring of hate and domestic abuse crimes.

**7. LOCALISM:**

- 7.1 The proposals contained in this report will enable CSPs and/or other suitable local organisations to submit projects that support the County Council's strategic goal of enhancing resident experience.

**8. OTHER IMPLICATIONS:**

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

8.1 Crime and Disorder implications

The committee's funding for local community safety projects enables the CSP and/or other local organisations to help to promote safety, reduce crime, and tackle antisocial behaviour and raise awareness of safer practices and behaviours.

**9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 The recommendations contained in this report are intended to secure greater oversight of the committee's community safety expenditure and achieve better value for money through projects that help to achieve the County's community safety priorities.

**10. WHAT HAPPENS NEXT:**

- 10.1 The CSP will be advised of the funding process agreed by the Local Committee and invited to access this funding.

---

**Contact Officer:**

Mrs Nicola Morris, Partnership Committee Officer, Telephone 03456 009 009

**Consulted:**

Surrey's local committee chairmen and local committee members.

**Annexes:**

Annex 1 – Details of Funded Projects

**Sources/background papers:**

Not applicable.

---



## SCC LOCAL COMMITTEE (ELMBRIDGE)

## Annex 1

## DETAIL OF FUNDED ORGANISATIONS

<b>Name of Organisation:</b>	Elmbridge Community & Safety Partnership
<b>Amount Awarded:</b>	£1,800
<b>Project Aims &amp; Purpose of Funding:</b>	<p>Respect the Water Campaign</p> <p>Following the tragic death of 15-year-old Dominick Naylor in the Summer of 2016, the Elmbridge Community &amp; Safety Partnership in partnership with the RNLI and Environment Agency produced a Respect the Water Plan in the Spring of 2017. Various action and greater joined up work has already been achieved.</p> <p>The Respect the Water plan is a live document that the EC&amp;SP retain responsibility for and review on a quarterly basis.</p> <p>Elmbridge has made significant progress with a joined approach to respect the water and raising awareness. Elmbridge officially launched its Respect the Water plan publicly in May 2017 and managed to bring Spelthorne and Runnymede Councils on board with their respective plans.</p> <p>The recent video of the throw bag training at a licensed premise in Walton received over 6,000 views from the public and Elmbridge recently featured in an LGA document as a leading authority in addressing drowning in open water and would like to build on this momentum.</p> <p>Funding will be used to support educational events for school children along with additional measures such as throw bags for premises along the river and the next phase of the plan which is to affix signage in areas risk assessed by Surrey Fire and Rescue Service. This informative signage and its design is seen as best practice by the LGA.</p>
<b>Outcomes to Date:</b>	A number of training sessions have been undertaken with premises and residents along the River in Elmbridge. Surrey Fire and Rescue Service have been working closely with Kevin Noble on this, but Elmbridge BC have to update the Rospa deep water risk assessments as a first step before committing to next steps as depending on the location,

	the answer may vary from site to site. This is currently holding up the installation of the Respect the Water signage which will provide vital information in an incident as well as accessible throw bags. The signage and throw bags has been identified as best practice by the Local Government Association. We hope to have the signs in place by the end of the summer.
--	---

<b>Name of Organisation:</b>	Surrey Fire & Rescue Service
<b>Amount Awarded:</b>	£1,200
<b>Project Aims &amp; Purpose of Funding:</b>	<p>Safe Drive Stay Alive</p> <p>Safe Drive, Stay Alive is an emotionally engaging and thought provoking theatre based education production, coordinated by Surrey Fire &amp; Rescue Service, working with emergency services partners and members of the public, which aims to raise road safety awareness amongst young people and positively influence their attitudes to driving. Performances are designed to engage an audience of new and novice young drivers who are a high risk group on the UK's roads. Safe Drive Stay Alive aims to make young people aware of their responsibilities as road users and the wide ranging and potentially devastating consequences should these not be taken seriously. The ultimate aim is to reduce the number of road traffic collisions involving young people and the number of deaths and injuries amongst this at risk driver group.</p> <p>Funding requested for £1 per young person in Elmbridge booked to attend Safe Drive Stay Alive, based on bookings for the November 2016 performances.</p>
<b>Outcomes to Date:</b>	1479 pupils from Elmbridge attended from the following schools: ACS Cobham International; Alternative Learning Project (Hinchleywood school); Brooklands - Weybridge Campus; Claremont Fan Court School; Heathside School; Hinchley Wood School; NE Surrey Secondary Short Stay School; Notre Dame Senior School; Reeds School and Three Rivers Academy. In total 11,800 people attended the 19 performances in late October and early November, bringing the total audience, since April 2005, to just under 138,000. The audience comprised 11,700

	students, teachers/tutors/instructors, from over 90 schools, colleges, youth groups and the British Army, and over 100 invited VIP guests and feedback from those attending was positive. More information can be found at <a href="https://www.safedrivesurrey.org/">https://www.safedrivesurrey.org/</a>
--	--

This page is intentionally left blank

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (ELMBRIDGE)**

**DATE: 11 JUNE 2018**



**LEAD OFFICER: PARTNERSHIP COMMITTEE OFFICER**

**SUBJECT: REPRESENTATION ON TASK GROUPS AND EXTERNAL BODIES**

**DIVISION: ALL**

**SUMMARY OF ISSUE:**

This report seeks the approval of Local Committee task group members and the appointment of representatives to external bodies.

**RECOMMENDATIONS:**

**The Local Committee (Elmbridge) is asked to agree:**

- (i) The membership of the task groups and appointments to outside bodies, as detailed at paragraphs 2.1 to 2.10 and annex 1 of this report.

**REASONS FOR RECOMMENDATIONS:**

The report proposes local committee task group membership for the forthcoming year to enable the provision of informed advice and recommendations to the committee. The appointment of councillors of the Local Committee to external bodies enables the committee's representation on and input to such bodies

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 Local committee task groups are established at the start of each municipal year. Membership of each task group is nominated and decided by councillors of the local committee. Representation on external bodies is similarly decided and is reviewed and agreed by local committee members annually. The proposed membership and terms of reference for the committee's task groups are contained in Annex 1 of this report. The committee is requested to make appointments to the external bodies and task groups, as detailed in paragraphs 2.1 to 2.10 of this report.

**2. ANALYSIS:**

- 2.1 The Committee are asked to consider appointing members to the following groups:
- 2.2 **Elmbridge Community and Safety Partnership**  
The Elmbridge Community and Safety Partnership sets and monitors work towards achieving the aims of the Elmbridge Community Safety Action Plan. It

[www.surreycc.gov.uk/elmbridge](http://www.surreycc.gov.uk/elmbridge)

currently meets three times a year and has two working groups, JAG (Joint Action Group), which meets as required and CHARMM (Community Harm and Risk Management Meetings), which meet monthly. A County Councillor Member is required, **Mr John O'Reilly** was the representative in 2017/18.

**2.3 Elmbridge Business Network**

The Elmbridge Business Network is a themed group of the Elmbridge Community and Safety Partnership and delivers the Local Economy strand of the Elmbridge Sustainable Community Strategy. The network will now be meeting twice a year with two town centre forums instead of the previous committee structure. A Local Committee representative is no longer required, but county members will be invited to attend meetings relevant to their divisions as necessary.

**2.4 Elmbridge Old Person's Advisory Body** – Meets three times per year with a range of partners attending. **Mr Ernest Mallett** was the representative in 2017/18.

**2.5 Parking Task Group**

It is proposed that two SCC Local Committee Members, normally the Chairman and Vice Chairman, and the two Members from Elmbridge Borough Council are nominated and appointed to the Task Group.

2017/18 SCC members: **Mr John O'Reilly** and **Dr Peter Szanto**

2017/18 Elmbridge BC Members: **Cllr Roy Green** and **Cllr Andrew Davis**

When agenda items at the Parking Task Group refer to one particular division, the relevant ward and divisional Members will also be invited to the meeting.

**2.6 Cycling Task group**

It is proposed that three SCC Local Committee Members and three Members of Elmbridge Borough Council are nominated and appointed to the Task Group.

2017/18 SCC Members: **Mr John O'Reilly**, **Rachel I Lake**, **vacancy**

2017/18 EBC members: **Cllr Andrew Davis**, **Cllr Ian Donaldson** and **Cllr Janet Turner**

**2.7 Esher Transport Study Member Task Group**

It is proposed that two SCC Local Committee Members and one Co-opted Local Committee Member are nominated and appointed to the Task Group.

2017/18 SCC Members: **Mr Tim Oliver**, **Dr Peter Szanto**

2017/18 EBC Co-opted Member: **Cllr David Archer**

**2.8 Walton to Halliford Transport Study Member Steering Group**

It is proposed that two SCC Local Committee Members and one Co-opted Local Committee Member are nominated and appointed to the Steering Group.

2017/18 SCC Members: **Rachael I Lake** and **John O'Reilly**

2017/18 EBC Co-opted Member: **Graham Woolgar**

**2.9 Brooklands Transport Study Member Steering Group**

It is proposed that two SCC Local Committee Members and one Co-opted Local Committee Member are nominated and appointed to the Steering Group.

2017/18 SCC Members: **Mr Tim Oliver, Mr John O'Reilly**  
 2017/18 EBC Co-opted Member: **Cllr Peter Harman**

#### 2.10 **Hinchley Wood Schools Road Safety Improvements Member Task Group**

It is proposed that two SCC Local Committee Members and one Co-opted Local Committee Member are nominated and appointed to the Task Group. This group will steer the CIL funded work.

2017/18 SCC Members: **Mr Mike Bennison, Mr Nick Darby**  
 2017/18 EBC Members: **Cllr Janet Turner**

#### 2.11 **Elmbridge Early Help Advisory Board**

To bring together a partnership in each borough or district invested in developing a coherent local early help offer and manage the successful delivery of this offer. By coming together the partners will hold a collective responsibility for decisions and support the successful delivery of this offer. Two committee members **Cllrs Mrs Mary Sheldon and Dr Peter Szanto** were appointed at the March 2018 meeting to sit on the Early Help Advisory Board for the remainder of 2016/17 and 2017/18, to provide member input into local discussions and a link back to the committee.

### **3. OPTIONS:**

- 3.1 The committee can confirm the task groups and the corresponding terms of reference as set out in the report. Alternatively, it can establish new task groups, or dispense with previous task groups. If a new task group is established, provisional terms of reference should be agreed.
- 3.2 The committee can either make the appointments to external bodies, as set out within the report, or amend these appointments.

### **4. CONSULTATIONS:**

- 4.1 Local committee member views are being sought on the nominations for representatives on external bodies and on the membership of local committee task groups.

### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 None.

### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 There are no direct equalities or diversity implications. However, through its membership of external bodies, the County Council can help to ensure that local services are accessible to harder to reach groups.

### **7. LOCALISM:**

- 7.1 Membership of task groups and representation on external bodies allows local councillors to consider, recommend and influence policies and services in response to local residents' needs.

### **8. OTHER IMPLICATIONS:**

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

#### 8.1 Crime and Disorder implications

The county council's membership of local CSPs helps ensure the achievement of its community safety priorities.

### **9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 The Committee are asked to consider the membership of Task Groups and appointments to outside bodies.

### **10. WHAT HAPPENS NEXT:**

- 10.1 The relevant bodies and officers supporting Task Groups will be notified of the names of those members appointed

---

#### **Contact Officer:**

Mrs Nicola Morris, Partnership Committee Officer, Telephone 03456 009 009

#### **Consulted:**

Local committee members.

#### **Annexes:**

Annex 1 – Task Groups and Membership of External Bodies

#### **Sources/background papers:**

Not applicable.

---



**SCC LOCAL COMMITTEE (ELMBRIDGE)****Annex 1****TASK GROUPS AND MEMBERSHIP OF EXTERNAL BODIES****TASK GROUP PRINCIPLES**

1. The Local Committee will annually (at the first formal meeting after the beginning of the municipal year):
  - determine the role, appointees and lifespan of any Task Groups
  - review the operation of any Task Groups which have been in place over the previous year
  - agree which Task Groups to establish for the current year
  - agree the criteria for consideration by any Task Group and make that criteria available to all Members of the Committee.
  
2. A Task Group shall exist to advise the Local Committee and make recommendations to its parent Committee; it has no formal decision-making powers. A Task Group will:
  - unless otherwise agreed, meet in private
  - develop an annual work programme
  - formally record its actions
  - officers supporting a Task Group will consult that Group and will give due consideration to the Group's reasoning and recommendations prior to the officer writing their report to the parent Local Committee.
  - A Task Group can, should they so wish, respond to an officer report and submit their own report to the Local Committee.

**Parking Task Group: Terms of Reference**

1. The Task Group will contain (four) appointees from the membership of the Local Committee: (two) County and (two) Borough Councillors identified in such a way as to ensure adequate geographical coverage of the Borough. It is practice in Elmbridge to appoint the Chairman and Vice-Chairman of the Local Committee. The Task Group may also consult with the relevant Divisional Member.
  
2. The Task Group will consider on-street parking matters and make recommendations to the Local Committee about periodic reviews of parking restrictions.
  
3. The Task Group will report to the Local Committee any surplus income arising from the operation of Civil Parking Enforcement (CPE).
  
4. The Task Group can make recommendations to the Local Committee for any surplus income to be used for projects within the task group's remit.
  
5. The Task Group will make recommendations on any issues with regard to waiting and loading restrictions to the Local Committee.
  
6. The Task Group will keep under review the agreement with the Borough Council as required.

7. Relevant borough councillors can make recommendations to the Parking Task Group when roads in their wards are under review.

**Esher Transport Study Member Task Group – Terms of Reference**

1. The Task Group will contain three appointees from the membership of the Local Committee: two County Councillors and one Borough Councillor identified in such a way as to ensure appropriate geographical coverage in the Borough.
2. The initial actions of the group will be to agree the scope of the study, oversee its commissioning and decide a strategy for public engagement.
3. The results of the study will be reported back to the parent Local Committee.
4. The group will meet in private at appropriate times of the year.
5. The role of the group is primarily strategic. The Task Group Members will act in the interest of the study as a whole, rather than representing the interests of their divisions or wards.

**Walton to Halliford Transport Study Steering Group – Terms of Reference**

1. The Task Group will contain three appointees from the membership of the Elmbridge Local Committee to the cross boundary group, (which will also include three Members of the Spelthorne Local Committee). The three will be made up of two County Councillors and one Borough Councillor.
2. The Task Group will oversee the Walton to Halliford Transport Study which will consider the impacts of the Walton Bridge Project including its impact on traffic flow, congestion, HGV movements and patterns of collisions.
3. The group will meet in private at appropriate times of the year.
4. The Task Group will report back and make recommendations to both the Elmbridge and Spelthorne Local Committees.

**Brooklands Transport Study Member Steering Group – Terms of Reference**

1. The Steering Group will contain three appointees from the membership of the Local Committee: two County Councillors and one Borough Councillor identified in such a way as to ensure appropriate geographical coverage in the Borough.
2. The initial actions of the group will be to agree the scope of the study, oversee its commissioning and decide a strategy for public engagement.
3. The results of the study will be reported back to the parent Local Committee.
4. The group will meet in private at appropriate times of the year.
5. The role of the group is primarily strategic. The Steering Group Members will act in the interest of the study as a whole, rather than representing the interests of their divisions or wards.

### **Hinchley Wood Schools Road Safety improvements Member Task Group**

1. The Task Group will contain three appointees from the membership of the Local Committee: two County Councillors and one Borough Councillor identified in such a way as to ensure appropriate geographical coverage in the Borough.
2. The initial actions of the group will be to agree a package of measures to improve safety in Claygate Lane and Manor Road North, by providing among other things improved pedestrian and cycling facilities.
3. The group will report progress back to the Local Committee together with any recommendations pertinent to the Local Committee's constitutional powers – for example to seek approval to advertise statutory notices to be able to construct different elements of the project.
4. The group will meet in private at appropriate times of the year.
5. The role of the group is primarily strategic. The Task Group Members will act in the interest of the project as a whole, rather than representing the interests of their divisions or wards.

### **CYCLING TASK GROUP: TERMS OF REFERENCE**

#### Objective

The Local Committee agreed to set up a Cycling Task Group in February 2015 to develop the Elmbridge Cycling Plan and advise the Local Committee on cycling issues.

#### Membership

The Cycling Task Group will be made up of three County Councillors and an equal number of Borough Councillors, nominated by Elmbridge BC. A representative from the Elmbridge Cycling Forum will be invited to join. It may also consult with other relevant Local Committee Members, set up additional workshops and invite relevant stakeholders to participate as required.

#### General

The Cycling Task Group shall exist to advise the Local Committee and make recommendations to its parent Committee; it has no formal decision-making powers.

The Task Group:

- will oversee the production of a Cycling Plan
- develop a work programme
- unless otherwise agreed, meet in private
- formally record its actions
- officers supporting a Task Group will consult that Group and will give due consideration to the Group's reasoning and recommendations prior to the officer writing their report to the parent Local Committee and other relevant committees.
- can, should it so wish, respond to an officer report and submit their own report to the Local Committee.

[www.surreycc.gov.uk/elmbridge](http://www.surreycc.gov.uk/elmbridge)

- the terms of reference and membership will be reviewed annually, at the first Local Committee meeting of the new municipal year

### **Elmbridge Early Help Advisory Board**

These terms of reference are intended to provide some direction for Local Early Help Advisory Boards recognising they will evolve in slightly different ways but with a core defined purpose.

#### **Scope**

The scope of the Local Early Help Advisory Board is the local implementation of the early help delivery model.

#### **Purpose**

To bring together a partnership in each borough or district invested in developing a coherent local early help offer and manage the successful delivery of this offer. By coming together the partners will hold a collective responsibility for decisions and support the successful delivery of this offer.

#### **Key responsibilities**

- Have strategic oversight of the co-ordination and effectiveness of the local early help offer.
- Provide support and challenge to the development of the local early help offer
- Support the development of a joined up local plan which prioritises early help needs and outcomes
- Work collectively with local operational networks to implement a local plan
- Maintain an oversight of the development and effectiveness of the Local Family Partnership
- Support the development of local early help commissioning plans and participate in commissioning processes to deliver a local joined up early help offer
- Work locally to identify gaps in provision regarding early help and to identify and mitigate against risks
- Support the practitioners' networks including co-ordinating training and development opportunities in accordance with local need
- Help capture the voice of families, children and young people
- Communicate with key local stakeholders outside of the meeting to raise awareness of the local early help offer and developments.
- Update the Early Help Transformation Programme Delivery Group via the Strategic Leads for Young People and Families, escalating any risks as required.
- Provide an annual report to the local or joint committee on early help.

#### **Chair**

Each Local Early Help Advisory Board will appoint an appropriate chair from their membership.

#### **Ways of working**

- Meeting agendas will be agreed by the Chair and the Families Service Manager
- Agendas will be circulated to members of the Local Early Help Advisory Board prior to the meeting
- If it is not possible for a member to attend, they should nominate a substitute representative to attend with delegated authority to make decisions on behalf of their organisation.

- Minutes of this meeting will be kept by the Families Service Manager and agreed by members of the group
- Members will provide updates to the board on actions and key developments in their area

### **Frequency of Meetings and Venues**

Meetings will be held at least quarterly at suitable venues across the borough or district.

### **Meeting Membership**

The membership of boards will vary across boroughs and districts, however there are some core principles for the membership of each board:

- Membership should be as local as possible and key local partners should be represented to ensure they can be consulted with and are involved in making decisions.
- Members need to be able to represent the broad views of the key delivery groups and be able to speak on their behalf about good practice and local need.
- Members need to impact on the establishment and delivery of early help rather than measure accountability
- With any Surrey County Council representation it should be considered whether they are required as a core member or if discussions could take place outside of the meeting (e.g. Families Service representation should be limited to the borough Families Service Manager)
- There should not be more than 15 members to allow for effective discussion and decision making

Representation should consider:

- Borough or district council
- Secondary education
- Primary education
- Children's Centre
- Two elected representatives from the local/joint committee
- Police
- Health
- Job Centre Plus
- Housing
- Voluntary, Community, Faith Sector
- Young people
- Parent groups

This should not be seen as exhaustive

This page is intentionally left blank

# 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 18/12/2017).

- 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). Two objections were maintained. The Order was therefore referred to the Secretary of State. A public inquiry has been convened from 4-6th December 2018 at Woking Borough Council Chamber. Anyone is welcome to attend and give evidence.
3 October 2016	6b	To amend school keep clear markings at pedestrian entrance outside	Open	Parking Engineer	Signs and lines ordered late April 2018, implementation expected throughout May and June 2018.

Meeting Date	Item	Decision	Status (Open / Closed)	Officer	Comment or Update
		St Lawrence Junior School		(Adrian Harris)	
3 October 2016	11	Changes to parking restrictions in the Moleseys and the Dittons to be advertised and implemented.	Open	Parking Engineer (Adrian Harris)	Signs and lines ordered late April 2018, implementation expected throughout May and June 2018.
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 June 2018, recommendations expected at the local committee in Dec 2018.
27 February 2017	12	Changes to parking Restrictions in Esher, Claygate & Hinchley Wood to be advertised and implemented.	Open	Parking Engineer (Adrian Harris)	Signs and lines ordered late April 2018, implementation expected throughout May and June 2018.
26 June 2017	7	<ul style="list-style-type: none"> <li>Subject to outcome of work with sustainable travel team with Royal Kent Cof E to consider whether a feasibility study is appropriate.</li> </ul>	Closed	Senior Traffic Engineer (Peter Shimadry)	The Safer Travel Team has visited the school and offered pedestrian training. The school is yet to advise on suitable dates. No engineering measures were identified. <b>Complete</b>
26 June 2017	11	<ul style="list-style-type: none"> <li>To introduce bus stop clearways in Ambleside Avenue, Walton on Thames, and in Milbourne Lane, Esher.</li> <li>Reassess parking proposals in roads in the vicinity of Hampton Court Station.</li> </ul>	Open  Open	Area Highways Officer (Nick Healey) Parking Engineer (Adrian Harris)	The Milbourne Avenue (Bracondale) bus stop clearway has been absorbed into the K3 project. Early Q2 implementation expected. Discussions on this began in December 2017, and are on-going.



Meeting Date	Item	Decision	Status (Open / Closed)	Officer	Comment or Update
14 September 2017	10	Changes to parking Restrictions in Walton on Thames & Hersham to be advertised and implemented.	Open	Parking Engineer (Adrian Harris)	Final decisions following consultation made in May 2018, and advertisement of all agreed schemes expected to take place on 8 June for a period of four weeks.
4 December 2017	6	Petition 2 – Informal discussions to take place with members on guidelines for replacing highway trees. Petition 4 – speed assessment to be carried out in Hare Lane	Closed  Open	Area Highways Officer (Nick Healey) Area Highways Officer	The Area Highway Manager is open to any further information/discussion that Members may wish to have. <b>Complete</b> Funding has been allocated from the Committee to fund a speed assessment in Hare Lane to inform a decision on what further work, if any, may be required in the area. The assessment will be undertaken in the coming financial year 2018-19 and reported to Committee.
4 December 2017	8	<ul style="list-style-type: none"> <li>Existing VAS signs in Stoke Road to reactivated at a 30mph limit.</li> <li>Measures to reduce traffic speeds in Stoke Road to be investigated and options reported to Committee.</li> </ul>	Open  Open	Area Highways Officer (Nick Healey)  Area Highways Officer (Nick Healey)	CIL funding has now been secured for new VAS. Officers are working to decide locations for these in consultation with the Divisional Member and local community. Funding has been allocated to fund a feasibility study for Stoke Road to investigate further measures to reduce traffic speeds. The study will be undertaken in the coming financial year 2018-19 and reported to Committee.

Meeting Date	Item	Decision	Status (Open / Closed)	Officer	Comment or Update
4 December 2017	9	<ul style="list-style-type: none"> <li>St Mary's Road, Surbiton to be resurfaced in 2018/19.</li> </ul>	Closed	Area Highways Officer (Nick Healey)	See Highways Update item for June 2018. <b>Complete</b>
		<ul style="list-style-type: none"> <li>Advertise traffic regulation order for Burwood Road junction with Pleasant Place scheme.</li> </ul>	Open	Area Highways Officer	The Burwood Road scheme is still on course for delivery this Financial Year.
		<ul style="list-style-type: none"> <li>Advertise new U-turn ban in Hampton Court Way between Embercourt Road and the Ember River bridge, in both directions.</li> </ul>	Open	Area Highways Officer	Scheme being progressed by the Road Safety Team.
		<ul style="list-style-type: none"> <li>Install 19 new bus stop clearways.</li> </ul>	Closed	Area Highways Officer	See Highways Update item for June 2018. <b>Complete</b>
5 March 2018	4	<ul style="list-style-type: none"> <li>Results of road safety outside school assessment for Hurst Park School to be reported to Committee following a question from a resident</li> </ul>	Closed	Area Highways Officer	A Road safety Outside Schools (RSOS) assessment was carried out in February 2018, attended by representatives from Surrey County Council's Safer Travel, Road Safety and Local Highways teams. The RSOS report has now been shared with Hurst Park. The school has already completed pedestrian training and has an up to date travel plan. The Safer Travel Team will however advise the school on further road safety education measures the school can undertake to address road safety concerns. The assessment did not highlight any major concerns outside the

Meeting Date	Item	Decision	Status (Open / Closed)	Officer	Comment or Update
					school on Hurst Road to the front or Freeman Drive to the rear. The recommendations were to look at installing new vehicle activated signs and warning signs, subject to feasibility of doing so. SCC's Transport Development Planning Team is in discussion with the schools expansion project representatives to provide these measures. <b>Complete</b>
5 March 2018	9	Members to be notified whether small lengths of road can be considered for inclusion in the Horizon programme	Closed	Area Highways Officer	Short lengths of road are better suited to LSR type programmes rather than Horizon. <b>Complete</b>

This page is intentionally left blank