

Agenda

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

A link to view the live and recorded webcast of the meeting will be available on the [Elmbridge Local Committee](#) page on the council's website.

Discussion

Highways schemes
Bus stop clearways



Venue

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

Date: Monday, 7 March 2022

Time: 4.00 pm

You can get involved in the following ways

Ask a question

If there is something you wish to know about how your council works or what it is doing in your area, you can ask the local committee a question about it.

Write a question

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

Before submitting your question we would encourage you to use the report it function on the [SCC website](#) to get a quicker response to your issue whenever possible.

We will, where possible, endeavour to provide a written response to your question 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 Partnership 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.

This is a meeting in public.

Attending the Local Committee meeting

Your Partnership Committee Officer is here to help.

Email: gregory.yeoman@surreycc.gov.uk

Tel: 07968 832390 (text or phone)

Website: <https://www.surreycc.gov.uk/people-and-community/your-local-area>

Please contact **Gregory Yeoman, 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

Rachael Lake, Walton (Chairman)
Steve Bax, East Molesey & Esher (Vice-Chairman)
David Lewis, Cobham
Nick Darby, The Dittons
Tim Oliver, Weybridge
John O'Reilly, Hersham
Mark Sugden, Hinchley Wood, Claygate & Oxshott
Ernest Mallett MBE, West Molesey
Tony Samuels, Walton South and Oatlands

Borough Council Appointed Members

Cllr Andrew P Burley, Oxshott & Stoke D'Abernon
Cllr John Cope, Walton South
Cllr Peter Harman, St George's Hill
Cllr Neil Houston, Long Ditton
Cllr Alistair Mann, Cobham and Downside
Cllr Mike Rollings, Claygate
Cllr Mrs Mary Sheldon, Hersham Village
Cllr Ashley Tilling, Weybridge Riverside
Cllr Graham Woolgar, Walton Central

Chief Executive
Joanna Killian

Borough Council Substitute Members

Cllr Mike Axton, Molesey West
Cllr Mrs Hilary Butler, Oatlands and Burwood Park
Cllr Jez Langham, Long Ditton
Cllr Bruce McDonald, Claygate
Cllr Christine Richardson, Walton Central
Cllr Charu Sood, Weybridge St Georges Hill
Cllr Richard Williams, Esher
Cllr Paul Wood, Hersham Village

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. **To support this, wifi is available for visitors – please ask for details.**

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

Use of mobile devices, including for the purpose of recording or filming a meeting, is subject to no interruptions, distractions or interference being caused to the PA or Induction Loop systems, or any general disturbance to proceedings. The Chairman may ask for mobile devices to be switched off in these circumstances. It is requested that if you are not using your mobile device for any of the activities outlined above, it be switched off or placed in silent mode during the meeting to prevent interruptions and interference with PA and Induction Loop systems.

Thank you for your co-operation

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

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

If you have any queries regarding this, please contact the representative of the Community Partnerships Team at the meeting.

OPEN FORUM

15 minutes before the beginning of the formal meeting in which residents can raise issues with the Local Committee.

1 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

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

2 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.

3 MINUTES OF PREVIOUS MEETING

(Pages 1 - 6)

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

4 CHAIRMAN'S ANNOUNCEMENTS

To receive any Chairman's announcements.

5 PUBLIC WRITTEN QUESTIONS

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.

6 PETITIONS

To receive any petitions in accordance with Standing Order 68. Petitions must be submitted to the Partnership Committee Officer in paper copy or on-line through Surrey County Council's e-petitions website at least 14 days before the meeting.

7 MEMBER WRITTEN QUESTIONS

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

8 APPROVAL OF BUS STOP CLEARWAYS IN THE CLAYGATE AREA (EXECUTIVE FUNCTION - FOR DECISION)

(Pages 7 - 16)

Buses are not always able to access bus stops in certain areas in Claygate, Esher and Hinchley Wood due to parked vehicles. To ensure good accessibility onto/off buses, and to ensure that the bus driver has good visibility of waiting passengers, it is recommended that a bus stop clearway is installed at each bus stop.

9 HIGHWAYS REPORT (EXECUTIVE FUNCTION - FOR DECISION)

(Pages 17 - 32)

This report seeks approval of a programme of highway works for Elmbridge funded from the Local Committee's delegated capital and revenue budgets.

10 LOCAL COMMITTEE DECISION TRACKER [FOR INFORMATION]

(Pages 33 - 38)

This item provides an update on previous decisions and actions agreed by the Committee. The Committee is asked to agree that the items marked as complete are removed from the tracker.

11 FORWARD PLAN [FOR INFORMATION]

(Pages 39 - 40)

The Committee is asked to note the forward plan for the Committee and propose any items which they would like to see added.

12 DATE OF NEXT MEETING [FOR INFORMATION]

Tuesday 07 June 2022.

Minutes of the meeting of the
Elmbridge LOCAL COMMITTEE
 held at 4.00 pm on 29 November 2021
 at Council Chamber, Elmbridge Civic Centre, High Street, Esher KT10 9SD.

These minutes are subject to confirmation by the Committee at its next meeting.

Surrey County Council Members:

- * Rachael Lake (Chairman)
- * Steve Bax (Vice-Chairman)
- * David Lewis
- * Nick Darby
- * Tim Oliver
- * John O'Reilly
- * Mark Sugden
- * Ernest Mallett MBE
- * Tony Samuels

Borough / District Members:

- * Cllr Andrew P Burley
- Cllr John Cope
- Cllr Peter Harman
- * Cllr Neil Houston
- * Cllr Alistair Mann
- * Cllr Mike Rollings
- * Cllr Mrs Mary Sheldon
- Cllr Ashley Tilling
- * Cllr Graham Woolgar

* In attendance

27/21 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies were received from Cllr Cope and Cllr Harman. Cllr Sood substituted for Cllr Cope.

28/21 DECLARATIONS OF INTEREST [Item 2]

Cllr Sugden declared his role as a Claygate Parish Councillor in relation to Item 9.

29/21 MINUTES OF PREVIOUS MEETING [Item 3]

The minutes of the meeting held on 14th July 2021 were agreed with an amendment to the record of the discussion of the Highways Update report. Cllr Lewis proposed adding the following wording to the paragraph relating to recommendation (viii) and the proposed overnight weight restriction in Oxshott Village: "the A245 and roads in and around Cobham"; Cllr Burley seconded and committee agreed the amendment.

30/21 CHAIRMAN'S ANNOUNCEMENTS [Item 4]

ITEM 3

The Chairman announced that on Friday 26th November the ground breaking ceremony had taken place at the site of the new Walton Heathside Free School.

31/21 WRITTEN PUBLIC QUESTIONS AND STATEMENTS [Item 5]

No questions were received.

32/21 PETITIONS [Item 6]

Declarations of Interest: None

Officers Attending: Zena Curry, Engagement and Commissioning Manager

Petitions, Public Questions and Statements:

Two petitions were received. The petitions and officer responses were available to view within the agenda and supplementary agenda.

Petition 1 – to introduce a 20mph limit in Long Ditton. The lead petitioner did not attend the meeting and there was no other public spokesperson.

Petition 2 – to provide a pedestrian crossing outside Walton Oak primary school. The lead petitioner, Ms Hollie Park, addressed the meeting and made the following points:

- Pupils as young as three attended the school, and they needed parents to travel with them.
- The school had been advertising for a crossing patrol for some time through a wide variety of channels and it was felt that the county council was not being as supportive as it could be.
- Officers visited the school on 6th October but there had been no contact since then.
- The school has been paying for its own caretaker to fulfil the role of crossing patrol since March, but his rates were double what SCC would pay for an official patrol; in addition, he did not work every day.
- The school has been using its own resources and finances – for example to finance Bikeability and Pedals courses - with no support from SCC and this is not sustainable.

Key points from discussion:

Petition 1 – Long Ditton

Local member Cllr Darby supported the petition. He acknowledged the traffic calming measures that had been put in over the last few years and felt that introducing a 20mph limit would be the culmination of this process. The roads in question had seen traffic accidents and near misses that would not result in personal injuries, so they would not be included in the relevant statistics but nonetheless should be taken into consideration. Traffic speeds down Ditton Hill Road and the layout of roads such as Sugden Road that encourage speeding were also highlighted, along with the volume of traffic coming off the A309.

Community Speed Watch groups or police patrols with handheld cameras could be encouraged, to carry out more monitoring of average speeds.

Members agreed with the Chairman's recommendation to add the proposal to introduce a 20mph limit in Long Ditton to the highways schemes prioritisation list.

Petition 2 – Walton Oak

The Chairman stated that SCC had been working to resolve the lack of a crossing patrol but that these were difficult vacancies to fill because of the limited working hours involved. She acknowledged the situation that existed outside the school, and how it had changed since the school had been built.

There was a feeling among members that SCC was paying below the market rate for the work.

Committee was reminded that the petition was for the installation of a pedestrian crossing rather than funding a permanent crossing patrol. The Chairman recommended adding the proposal to the highways schemes prioritisation list for review and members agreed.

Cllr Samuels left the meeting.

33/21 MEMBER QUESTION TIME [Item 7]

No questions were received.

34/21 HIGHWAYS REPORT (EXECUTIVE FUNCTION FOR DECISION) [Item 8]

Declarations of Interest: None

Officers Attending: Nick Healey, Highway Scheme Design Manager; Zena Curry, Engagement and Commissioning Manager

Petitions, Public Questions and Statements: None

Key points from discussion:

The officer introduced his report, which covered three separate issues:

- a request by residents of the private New Road in Esher to install measures to slow traffic.
- progress with the Oxshott Village 20mph limit
- the impacts of recently introduced speed-reducing measures on the approaches to Esher Green.

The Vice-Chairman outlined the situation that residents of New Road find themselves in, where they are liable for the maintenance of the road but have no say over who can drive along it (the road has full access to the public since rights were acquired after 1945). He and the officer had visited the road and spoken to residents, and he supported the recommendation as it would provide the fastest way to introduce changes.

Cllr Sugden welcomed the results of the Oxshott speed surveys and the conclusion that it would appear to be possible to introduce a 20mph limit on the village high street without the need for engineering interventions. He added that there were other sections further out along the A244 that would need expensive work and suggested the use of average speed cameras especially in the areas leading to a new 20mph stretch. He also mentioned the need for measures to be taken on Steel's Lane.

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Esher Green had been the county's second-worst accident location; following works such as the installation of raised pedestrian crossings this situation had improved. Members recognised that while the junction has not been completely sorted out there is little more that can realistically be done to it (for example, installation of a roundabout would not be feasible because of constraints to do with the nearby common land).

Resolved:

The Local Committee (Elmbridge):

- (i) Delegated authority to the Engagement and Commissioning Team Manager, in consultation with the Chairman, Vice Chairman, Divisional Member and residents of New Road Esher, to agree a scheme of traffic calming for New Road, to include a reduction in speed limit to 20mph, and to undertake any necessary legal procedures for the implementation of the agreed scheme, and to facilitate implementation of the scheme at the expense of the residents of New Road (paragraphs 2.1 to 2.3 and Annex A refer);
- (ii) Delegated authority to the Engagement and Commissioning Team Manager, in consultation with the Chairman, Vice Chairman, Divisional Member and local stakeholders, to agree the extent of a new 20mph limit for Oxshott Village centre, and subject to funding being identified for implementation promote the necessary legal order for the new limit, and implement the scheme (paragraphs 2.4 to 2.6 and Annex B refer);
- (iii) Authorised the Engagement and Commissioning Team 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:

New Road, Esher, is a privately owned and maintained road, which has a full Public Highway right. This means that while the residents, who are also the owners of this road, are responsible for the upkeep and any improvements to the road, only Surrey County Council as Highway Authority can approve changes that require a traffic regulation order to be made.

Traffic survey results from Oxshott indicate that a 20mph limit may be feasible in the centre of the village with signs alone – without any supporting engineering measures. Authorisation is sought to move forwards with this in consultation with relevant members and local stakeholders.

35/21 LOCAL COMMITTEE DECISION TRACKER [FOR DECISION] [Item 9]

The Committee noted the contents of the tracker and agreed to remove the closed items, with the following comments:

Item 1 – Cllr Sugden asked for this to be kept on the list and would have further discussions with highways officers outside the meeting.

Item 13 – Cllr Lewis asked for the wording relating to the proposed overnight weight restriction in Oxshott to reflect the amendment to the previous meeting's minutes as noted under agenda item 3 above.

36/21 FORWARD PLAN [FOR INFORMATION] [Item 10]

The forward plan was noted.

37/21 DATE OF NEXT MEETING [FOR INFORMATION] [Item 11]

The next meeting is scheduled for Monday 7th March 2022 at 4pm.

Meeting ended at: 4.55 pm

Chairman

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LOCAL COMMITTEE (ELMBRIDGE)**DATE: 7 MARCH 2022****LEAD OFFICER: ALISON HOUGHTON, SENIOR TRANSPORT OFFICER,
STRATEGIC TRANSPORT GROUP****SUBJECT: BUS STOP CLEARWAYS IN CLAYGATE, ESHER AND
HINCHLEY WOOD****DIVISION: HINCHLEY WOOD, CLAYGATE AND OXSHOTT
EAST MOLESEY AND ESHER****SUMMARY OF ISSUE**

Buses are not always able to access bus stops in certain areas in Claygate, Esher and Hinchley Wood due to parked vehicles. To ensure good accessibility onto/off buses, and to ensure that the bus driver has good visibility of waiting passengers, it is recommended that a bus stop clearway is installed at each bus stop. This will enable traffic regulation to be enforced.

RECOMMENDATIONS

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

- (i) bus stop clearways are installed at the following stops in East Molesey and Esher division:
 - a) at Arbrook Lane bus stop (westbound) on Milbourne Lane, Esher for a length of 23 metres
 - b) at Arbrook Lane bus stop (eastbound) on Milbourne Lane, Esher for a length of 13 metres
- (ii) bus stop clearways are installed at the following stops in Hinchley Wood, Claygate and Oxshott division:
 - a) at Oaken Lane bus stop (northbound) on Manor Road South, Hinchley Wood for a length of 19 metres
 - b) at Oaken Lane bus stop (southbound) on Manor Road South, Hinchley Wood for a length of 23 metres
 - c) at Dalmore Avenue bus stop (westbound) on Hare Lane, Claygate for a length of 13 metres
- (iii) bus stop clearways to operate 24 hours a day, seven days a week
- (iv) any objections from affected frontages to be addressed by delegated authority by the Highways Engagement and Commissioning Team Manager, in consultation with the relevant Surrey County Councillor and the Chair of the Local Committee

REASONS FOR RECOMMENDATIONS

It is recommended that Elmbridge Local Committee agree to the installation of bus stop clearways operating for twenty-four hours a day, seven days a week at bus stops as detailed. This is to ensure that buses servicing these bus stops can provide passengers with step-free access at all times and ensure that there is good visibility for the bus driver to see waiting passengers as well as aiding journey time reliability.

These measures aim to support the use of public transport and to make the public transport offer attractive by making it more accessible and reliable.

1. INTRODUCTION AND BACKGROUND

- 1.1 Since January 2016, all full-size single deck buses have been made fully accessible, as per the Public Service Vehicle Accessibility Regulations (PSVAR). This makes it easier for passengers with mobility issues to board and alight buses. Non-compliance with PSVAR is a criminal offence, contrary to Section 40(3) of the Disability Discrimination Act 1995.
- 1.2 In July 2018, the Department for Transport (DfT) subsequently released 'The Inclusive Transport Strategy: achieving equal access for disabled people' policy, which aims to create an all-inclusive transport network for everyone by 2030 and contribute to getting an additional one million disabled people into work by 2027. Therefore, there is a requirement for public transport infrastructure, including bus stops, to be accessible to all.
- 1.3 Surrey County Council's Greener Futures Programme has followed the declaration of a Climate Emergency in Surrey in 2019, with improvements to sustainable transport modes such as public transport, walking and cycling being part of the resultant Climate Change Strategy.
- 1.4 The Department of Transport's "Bus Back Better" National Bus Strategy was published in March 2021. It sets out the vision and opportunity to deliver better bus services for passengers across England and to improve equality of opportunity, particular for older and disabled people.
- 1.5 It is important that buses can access stops to provide step-free access for all passengers ensuring that they are able to safely board and alight, especially those with mobility issues, wheelchair users, with child buggies, or those using shopping trolleys. Buses can be prevented from pulling in parallel to the kerb where there is unrestricted parking, meaning that passengers may have to step into the road to access the bus, and it is difficult to deploy bus ramping or kneeling equipment safely.
- 1.6 Installing a bus stop clearway, for a defined period of time, with a marked bus cage, and making it enforceable, prevents vehicles parking on the carriageway at bus stops and allow buses to safely serve these stops.
- 1.7 Bus stop clearways enable Elmbridge Borough Council enforcement officers to issue penalty charge notices on offending vehicles thereby discouraging inconsiderate parking.
- 1.8 Reliability of buses is also enhanced when vehicles are able to approach, stop and depart from bus stops without hindrance, enabling services to maintain scheduled timetables and encourage the usage of sustainable transport.

- 1.9 The bus stops recommended for the introduction of bus stop clearways are served by the K3 bus route which operates every day, generally from the early morning and into the late evening, meaning that the most appropriate clearway control is a 24 hour continuous prohibition of stopping, loading, or parking, by all vehicles other than local bus services. A shorter period of control would increase the risk of obstructive parking occurring during the late evening and early morning periods. Bus services do require unhindered access to/from the bus stops throughout the entirety of their operating schedules.
- 1.10 Previous bus stop clearways have been introduced along the K3 bus route to align with bus stop improvement works which have been undertaken in a phased scheme of works to improve the accessibility for passengers at bus stops and enable step-free access onto/off the buses. The bus stop clearways, included in the recommendations above, are part of the Phase 3 bus stop accessibility improvement works in these areas. The kerb heights at the bus stops have been improved to facilitate step-free access onto and off buses, and waiting areas have been improved. Bus stop clearways will ensure that passengers are able to use the improved accessible kerbing appropriately.

2. ANALYSIS

- 2.1 A number of bus stops on the K3 bus route have been identified where there can be vehicles parked, or stationary, in the near vicinity of the stops, meaning that the bus drivers are not able to pull in their vehicles parallel to the kerb at the stop to allow passengers to safely board/alight from the bus.
- 2.2 Bus stop improvement works have taken place at the bus stops, where possible, in order to provide good accessibility for passengers onto and off buses. Introducing bus stop clearways at these stops will allow passengers to benefit fully from these improvement works.
- 2.3 The provision of these bus stop cages together with a clearway time plate on the bus stop pole will ensure that the near vicinity of the bus stop should be kept clear of parked or stationary vehicles which can impede the bus pulling in parallel to the kerb and providing good accessibility onto/off the bus for passengers. The length of the bus stop cage is appropriate to that which can be provided at each location and is in line with our current standards to ensure that the bus stop area is kept clear. Any frontages affected by the introduction of these bus stop clearways will be informed of the proposals and be given an opportunity to comment before any implementation.
- 2.4 The individual clearway detail for each bus stop is given in the annex. There are locational differences meaning that the lengths of the bus stop cages may vary. Other traffic management measures, such as double yellow lines and the environment in the vicinity of the bus stop, have to be taken into account e.g. bus boarder.

3. OPTIONS

- 3.1 Doing nothing is an option, but based upon the reasoning expressed above as to why a clearway is important, and the specific detail around this stop, this is not a suitable option. The option of doing nothing does not support the provision of accessible public transport, the National Bus Strategy and Greener Futures agendas or Surrey County Council's Climate Change Strategy.

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- 3.2 The preferred option would be to formalise and introduce bus stop clearways as appropriate to be in operation twenty-four hours a day, seven days a week to provide good access onto/off buses for passengers. There are other nearby opportunities for local parking that maybe displaced by the introduction of clearways.

4. CONSULTATIONS

- 4.1 Local bus operators have raised concerns regarding the issue of parked vehicles preventing the buses from safely pulling in parallel to the kerb at bus stops and also delaying the bus service due to buses having to negotiate around vehicles.
- 4.2 If approval for introduction of any new clearways is granted, any affected frontages and properties neighbouring the stop will be informed of the proposals. This will give an opportunity for feedback and comments on the proposed changes to be provided before a final decision is made and the clearway works are progressed and enforced.
- 4.3 Surrey County Council, as the Highway Authority, has powers under the Road Traffic Regulation Act 1984 and the Traffic Sign Regulations and General Directions 2016 to create bus stop clearways. A bus stop clearway is a parking restriction at a bus stop that can be enforced by the Borough Council's Civil Enforcement Officers as they would waiting restrictions. Bus stop clearways are more restrictive than waiting restrictions because the clearway also prohibits stopping and loading/unloading over the length of the bus stop.
- 4.4 Unlike waiting restrictions there is no mandatory statutory consultation process for a highway authority to implement a bus stop clearway.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 The cost of the works for the bus stop clearways will be approximately £1,500 if the lining work is all undertaken at the same time. If the clearways are approved then the funding will be provided from Planning Infrastructure Contribution that was allocated to improve the accessibility of buses on the K3 bus route.

6. EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 No Equalities Impact Assessment has been completed, but the changes made to this bus stop in providing step-free access to buses serving this stop are to improve accessibility for all bus users, including those with disabilities and mobility issues. It is not envisaged that any protected characteristics will be disbenefitted by the proposals.

7. LOCALISM

- 7.1 In terms of those who will be impacted by this decision, all bus passengers using these bus stops will be positively impacted by ensuring step-free access and increased reliability of bus services
- 7.2 There may be a very small number of individuals who will be negatively impacted by the formalising of existing bus stop clearways and introduction of new bus stop clearways. However, there are a number of opportunities for unrestricted parking in the nearby locality.

- 7.3 Providing good accessibility onto and off buses and aiding improved journey time reliability will encourage the use of sustainable transport means by passengers and enable them to have access to the local amenities.

8. OTHER IMPLICATIONS

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	Making local bus services more accessible will encourage wider use of the bus network as a sustainable mode of transport. Reduced car use will contribute towards reduced carbon emissions and overall environmental benefits.
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	The proposed measures should encourage the use of public transport which can contribute towards a more sustainable lifestyle with increased walking to/from bus services. Reduced carbon emissions and environmental benefits should have a positive impact on public health.

9. CONCLUSION AND RECOMMENDATIONS

- 9.1 It is recommended that approval be given for the introduction of new bus stop clearways as detailed in the annex and in the Recommendations section of this report.
- 9.2 The proposals are to ensure that buses servicing these bus stops are able to provide passengers with step-free access at all times of operation, and improve accessibility and ease of use by preventing private vehicles from parking at the stops, as well as improve the reliability of the bus service. This is also the most cost-effective option, whilst trying to mitigate any negative impact on private vehicle owners.

10. WHAT HAPPENS NEXT

- 10.1 If approval is obtained to install new bus stop clearways at the bus stops as described in this report, then local residents of affected frontages will be informed and given a period of 28 days to provide comment. Any feedback will be considered before any final decision is made to amend the bus stop. Once a quote has been agreed with the lining contractor to complete the bus cage marking, this job will be added to their programme of works and once complete then a clearway plate will be erected at each bus stop.
- 10.2 Elmbridge Parking Team will be made aware of the clearways to make them enforceable.

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Contact Officer:

**Alison Houghton, Senior Transport Officer, Passenger Transport Projects Team
020 8541 7206**

Consulted:

David Ligertwood, Passenger Transport Projects Team Manager

Mark Sugden, Local Surrey County Council Member for Hinchley Wood, Oxshott and Claygate

Steve Bax, Local Surrey County Council Member for East Molesey and Esher
London Buses

Claygate Parish Council

Annexes:

Photos of bus stops together with location plan

Elmbridge Local Committee 7 March 2022

Bus Stop Clearway Detail Annex

1. Arbrook Lane bus stop (westbound) on Milbourne Lane, Esher (for buses towards Esher)



Works are being undertaken at this bus stop to improve the accessibility to the stop for passengers and also to provide step-free access onto and off the bus. A bus stop clearway will provide protection for these accessibility improvements and enable the bus to pull in parallel to the area of raised kerbing.

It is proposed that a 13 metre bus stop cage be lined on the road and a clearway plate applied to the bus stop pole, with the clearway to operate 24 hours a day, seven days a week. This bus stop is served by the K3 bus route.

2. Arbrook Lane bus stop (eastbound) on Milbourne Lane, Esher (for buses towards Hinchley Wood)



Works are being undertaken at this bus stop to provide step-free access onto and off the bus. A bus stop clearway will provide protection for these accessibility improvements and enable the bus to pull in parallel to the area of raised kerbing.

It is proposed that a 23 metre bus stop cage be lined on the road and a clearway plate applied to the bus stop pole, with the clearway to operate 24 hours a day, seven days a week. This bus stop is served by the K3 bus route.

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3. Oaken Lane bus stop (northbound) on Manor Road South, Hinchley Wood (for buses towards Hinchley Wood)



Works are being undertaken at this bus stop to provide step-free access onto and off the bus and an increased area for waiting passengers. A bus stop clearway will provide protection for these accessibility improvements and enable the bus to pull in parallel to the raised kerbing and new waiting area.

It is proposed that a 19 metre bus stop cage be lined on the road and a clearway plate applied to the bus stop pole, with the clearway to operate 24 hours a day, seven days a week. This bus stop is served by the K3 bus route.

4. Oaken Lane bus stop (Southbound) on Manor Road South, Hinchley Wood (towards Esher)



Works are being undertaken at this bus stop to provide step-free access onto and off the bus and an increased area for waiting passengers. A bus stop clearway will provide protection for these accessibility improvements and enable the bus to pull in parallel to the raised kerbing and new waiting area.

It is proposed that a 23 metre bus stop cage be lined on the road and a clearway plate applied to the bus stop pole, with the clearway to operate 24 hours a day, seven days a week. This bus stop is served by the K3 bus route.

5. Dalmore Avenue bus stop (westbound) on Hare Lane, Claygate (towards Esher)

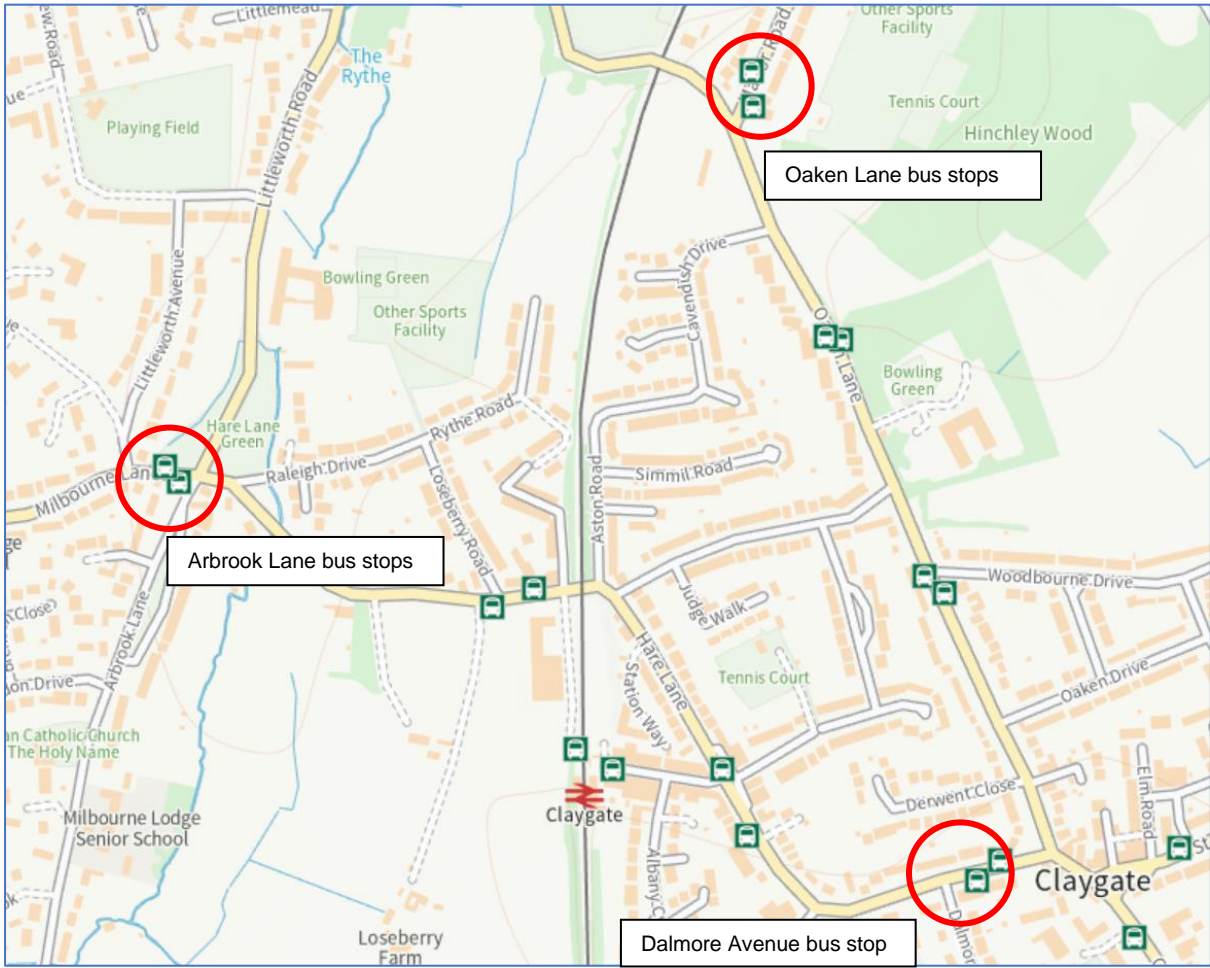


A new bus stop boarder is to be introduced at this bus stop to provide step-free access for passengers onto and off buses, and to formalise the bus stopping area, whilst still continuing to allow vehicular parking. Currently buses are having to stop in the road because of parked vehicles near the bus stop. Passengers are having to walk into the road between parked vehicles to get onto/off the bus. Claygate Parish Council have raised this issue as a particular difficulty for those with any accessibility issues.

It is proposed that a 13 metre bus stop cage be lined on the road, aligning with the bus stop boarder and a clearway plate applied to the bus stop pole, with the clearway to operate 24 hours a day, seven days a week. This bus stop is served by the K3 bus route.

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Location map of bus stops



LOCAL COMMITTEE (ELMBRIDGE)

DATE: 7 MARCH 2022

LEAD OFFICER: ZENA CURRY, HIGHWAY ENGAGEMENT & COMMISSIONING MANAGER

SUBJECT: DRAFT HIGHWAYS FORWARD PROGRAMME 2022/23

DIVISION: ALL

SUMMARY OF ISSUE

This report seeks approval of a programme of highway works for Elmbridge funded from the Local Committee's delegated capital and revenue budgets.

RECOMMENDATIONS

The Local Committee (Elmbridge) is asked to:

General

- (i) Note that the Local Committee's devolved highways budget for capital works in 2022/23 is **£755,551** as agreed by Cabinet on 22nd February 2022.
- (ii) Agree that the devolved capital budget for highway works be used to progress both capital improvement schemes and member capital allocation as detailed in section 1.
- (iii) Authorise that the Highway Engagement & Commissioning Manager in consultation with county members to be able to reallocate budget to reserve schemes should there be a need to change the programme.
- (iv) Authorise that the Highways Engagement and Commissioning Manager in consultation with county members, be able to allocate any additional funding for schemes, in accordance with any guidance issued surrounding that funding.

Capital Improvement Schemes

- (v) Agree that the capital improvement schemes allocation for Elmbridge be used to progress the Major Integrated Transport Schemes programme set out in **Annex 1** (recommended option).
- (vi) Authorise that the Highways Engagement and Commissioning Manager be able to vire money between the programme of schemes agreed in Annex 1, if required.

OR

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- (vii) Agree that the capital improvement schemes allocation for Elmbridge be used to progress the programme set out in **Annex 2**.
- (viii) Authorise that the Highways Engagement and Commissioning Manager be able to vire money between the programme of schemes agreed in Annex 2, if required.

AND

- (ix) Agree that Highways Engagement and Commissioning Manager, in line with the Scheme of Delegation, is able to progress any scheme from the Major Integrated Transport Schemes programme, including consultation and statutory advertisement that may be required under the Road Traffic Regulation Act 1984, for completion of those schemes. Where it is agreed that a scheme will not be progressed, this will be reported back to the appropriate county member.

Member Capital Allocation

- (x) Note that **£50,000** is allocated to each divisional member. Up to **£15,000** of this could be allocated to minor ITS, or all **£50,000** on capital maintenance (recommended option). The schemes are to be agreed by county members in consultation with the Stakeholder Engagement Officer.

Revenue Maintenance

- (xi) Note that the members will continue to receive a Member Local Highways Fund (revenue) allocation of **£7,500** per county member to address highway issues in their division; and
- (xii) Agree that all county member allocate **£2,222** of their Member Local Highways Fund allocation to be pooled as a contribution to Elmbridge Borough Council's Street Smart Team.
- (xiii) Agree that revenue works are to be managed by the Highway Maintenance team on behalf of and in consultation with county members.

REASONS FOR RECOMMENDATIONS

To agree, a programme of highways works in Elmbridge for 2022/23, funded from budgets available to enable schemes and works to progress.

1. INTRODUCTION AND BACKGROUND

- 1.1 It is proposed that Elmbridge receives a devolved capital budget of **£305,551** for their major ITS priorities. Each county member will also have **£50,000** of county member Capital Allocation; of which up to **£15,000** of may be used for minor ITS or all **£50,000** on capital maintenance (recommended option).
- 1.2 It is also proposed, as per the current approach, that **£2,222** from the **£7,500** revenue funding per county member be pooled across members to contribute to Elmbridge Borough Council's Street Smart Team.
- 1.3 The proposed major ITS Forward Programme for 2022/23, derived from the ITS Prioritisation List, is in Annex 1 of this report.

- 1.4 An alternative option, whereby each division is allocated an equal sum from the capital budget, is in Annex 2.
- 1.5 The ITS Prioritisation List, ranked using the county council's CASEE scoring process (as guidance for members) is in Annex 3. Schemes that have had feasibility design may be prioritised for funding from committee budgets, central road safety budgets where available, or external funding sources such as the Community Infrastructure Levy (CIL) collected by Elmbridge Borough Council.
- 1.6 **Capital:** the Elmbridge Local Committee's budget for capital works for 2022/23 is **£755,551** with **£305,551** for major ITS improvement schemes and **£450,000** for county member Capital Allocation.
- 1.7 The Stakeholder Engagement Officer will assist county members to ensure the best use of the county member Capital Allocation and enable commissioning to the Highway Maintenance team.
- 1.8 **Revenue:** County members will continue to receive an allocation of **£7,500** per county member to address maintenance issues in their division.
- 1.9 Table 1 summarises the various funding streams together with the budgets, for 2022/23. It also refers to the relevant parts of the report which set out how it is proposed to allocate this funding and the recommendations relating to each funding stream. However, budgets require approval by full council and are therefore subject to change.

Funding Stream	Level of Funding 2022/23	Relevant sections of report	Relevant recommendations
Major Integrated Transport Schemes (ITS) – Annexes 1, 2, 3	£305,551	Paras. 2.1 – 2.5 Annexes 1, 2, 3	(i) to (ix)
County Member Capital Allocation	£450,000	Paras. 2.6 – 2.7	(i), (ii) and (x)
Revenue Member Local Highways Fund	£67,500	Paras. 2.8 – 2.9	(xi), (xii) and (xiii)
Total	£823,051		

Table 1 – Summary of Elmbridge Funding Levels 2022/23

- 1.10 It is proposed that delegated authority be given to the Highway Engagement & Commissioning Manager to enable the highways programme to be delivered in a flexible and timely manner.
- 1.11 In addition to the Local Committee's devolved budget, there are Countywide capital budgets which are used to fund major maintenance (Operation

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Horizon), surface treatment schemes, footway schemes, drainage works and safety barrier schemes.

- 1.12 Countywide revenue budgets are used to carry out both reactive and routine maintenance works. The maintenance team manages a centrally funded revenue budget to carry out drainage investigation and small repairs locally.
- 1.13 The Road Safety Team manages a small Countywide budget to implement small safety schemes which are prioritised by the collision savings they provide. They also hold a small budget for the maintenance of Vehicle Activated Signs and Wig Wag signs at school crossing patrol sites.
- 1.14 It is proposed that the Road Safety Team have two additional countywide budgets to address the highest priority backlog of Road Safety Outside Schools and Road Safety schemes. Suitable schemes from the current ITS list will be put forward for consideration for this central funding. If a scheme on the Major ITS Forward Programme is prioritised for this Road Safety funding, then it is proposed to progress schemes on the reserve Major ITS list shown in Annex 1.
- 1.15 Contributions collected from developers through S106 agreements or Community Infrastructure Levy (CIL) Contributions can be used to fund, either wholly or in part, highway improvement schemes which mitigate the impact of developments on the highway network. Suitable schemes from the current ITS list will be progressed through the Local CIL applications. The schemes proposed to progress through CIL are shown in Annex 1.
- 1.16 This report sets out the proposed programme of highway works for Elmbridge.

2. ANALYSIS

Major Integrated Transport Schemes (ITS)

- 2.1 The Major Integrated Transport Schemes (ITS) budget aims to improve the highway network for all users, in line with the objectives set out in the Local Transport Plan.
- 2.2 The Major Integrated Transport Schemes (ITS) budget is **£305,551** and is to be used to progress capital improvement schemes.
- 2.3 **Option 1** – The proposed Major ITS Forward Programme to be delivered from this budget is shown in Annex 1. The schemes have previously been prioritised and promoted by committee, with funding allocated for feasibility. It is proposed that the Highways Engagement and Commissioning Manager be able to vire money between the schemes agreed in Annex 1.
- 2.4 **Option 2** – The proposed forward programme to be delivered from this budget is shown in Annex 2. It is proposed that the Highways Engagement and Commissioning Manager be able to vire money between the schemes agreed in Annex 2.
- 2.5 It is proposed that the Highways Engagement and Commissioning Manager, in line with the Scheme of Delegation, is able to progress any scheme from the agreed forward programme, including consultation and statutory advertisement

that may be required under the Road Traffic Regulation Act 1984, for completion of those schemes. Where it is agreed that a scheme will not be progressed, this will be reported back to the appropriate county member.

County Member Capital Allocation

- 2.6 The capital maintenance budget is used to carry out capital maintenance works that would not prioritise highly under the Countywide prioritisation process for capital maintenance, but the condition of which are of local concern.
- 2.7 It is proposed that each county member be allocated **£50,000** to spend in their divisions, which should be sufficient to progress either one larger or two small capital maintenance schemes. However, up to **£15,000** of the **£50,000** available to each divisional member could also be used to fund a minor ITS scheme such as the installation of dropped kerbs. It is proposed that the schemes to be progressed will be identified by the county members in consultation with the Stakeholder Engagement Officer and commissioned to the appropriate team.

Member's Local Highway Fund (Revenue)

- 2.8 Members will continue to receive an allocation of **£7,500** per county member to address highway issues in their divisions, subject to budget confirmation. It is proposed that the Member Local Highways Fund be managed by the Highway Maintenance team on county members' behalf.
- 2.9 It is proposed that **£2,222** from the **£7,500** revenue funding per county member be pooled across members to contribute to Elmbridge Borough Council's Street Smart Team.

3. OPTIONS

- 3.1 The Local Committee is being asked to approve a forward programme of highway works for Elmbridge as set out in this report.

4. CONSULTATIONS

- 4.1 Appropriate consultation will be carried out as part of the delivery of the works programme.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 The highways budget for Elmbridge for capital works in 2022/23 is **£755,551**.
- 5.2 The highways budget for Elmbridge is used to fund works which are a priority to the local community. A number of virements are in place or suggested to enable the budget to be managed, so as to enable the programme to be delivered in a flexible and timely manner.

6. EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding.

7. LOCALISM

- 7.1 The Highways Service is mindful of the localism agenda and engages with the local community as appropriate before proceeding with the construction of any highway scheme.

8. OTHER IMPLICATIONS

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

8.1 Crime and Disorder implications

A well-managed highway network can contribute to a reduction in crime and disorder.

8.2 Sustainability implications

The use of sustainable materials and the recycling of materials is carried out wherever possible and appropriate.

9. CONCLUSION

- 9.1 The report sets out the proposed programme of highway works for Elmbridge for 2022/23 to be funded from the capital and revenue budgets.
- 9.2 The Local Committee's devolved highways budget for capital works in 2022/23 is **£755,551**, consisting of: **£305,551** for major ITS priorities; **£50,000** per county member (£450,000 total for nine members).
- 9.3 It is recommended that the Local Committee agree the programme as set out in section 2 and **Annex 1** of this report.
- 9.4 It is recommended that the **£50,000** allocated to each divisional member be used to deliver capital maintenance schemes.
- 9.5 It is recommended that each county member allocates **£2,222** of their Member Local Highways Fund allocation (**£7,500** per county member) to be pooled as a contribution to Elmbridge Borough Council's Street Smart Team.

10. WHAT HAPPENS NEXT

- 10.1 Officers will progress schemes and deliver works for 2022/23.
- 10.2 It is proposed that the Principal Traffic & Commissioning Engineer will support county members to promote one Major ITS scheme for a formal technical assessment funded by central feasibility to assist with future years Major ITS

scheme submission decisions. County members will also be supported with engagement with the local community to assist in these decisions.

Contact Officer:

Anne-Marie Hannam, Principal Traffic & Commissioning Engineer, Highway Engagement & Commissioning Team, 0300 200 1003.

Annexes:

Annex 1: Major Integrated Transport Schemes Forward Programme 2022/23

Annex 2: Forward Programme based on equal divisional allocations

Annex 3: Major Integrated Transport Schemes prioritisation list

Sources/background papers:

Medium term financial plan 2021-2024

Item 12 Cabinet paper 22nd February 2022

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ELMBRIDGE
DRAFT HIGHWAYS FORWARD PROGRAMME 2022/23
OPTION 1

Scheme/Title	Division	2022-23		Budget Allocation	Comments
		D	C		
A244 Esher Road - Active Travel Scheme with pedestrian improvements. Complete. Further consultation pending to consider whether to make permanent.	Hersham	•	•	£10,000	Potential measures to retain/alter pending decision following consultation Active Travel funding 2021-22
Oxshott Village Centre - speed management, traffic management and safety/accessibility improvement measures	Oxshott, Hinchley Wood and Claygate	•	•	£20,000	Oxshott Village Centre - 20mph speed limit
A244 Copsem Lane Pegasus Crossing	East Molesey and Esher	•	•	£100,000	Committee and CIL funding; Land ownership issues to resolve
Mill Road / More Lane by the railway bridge - pedestrian improvements	East Molesey and Esher	•	•	£25,000	problem with visibility between pedestrians and vehicles approaching under the bridge
Crossing of Hampton Court Way near allotments north of Embercourt Rd	East Molesey and Esher / The Dittons	•	•	£50,000	supports safe routes to schools
Hersham Road, outside Westward School - pedestrian crossing facilities	Walton South and Oatlands	•	•	£30,000	Westward School have offered 25% contribution
Walton Road between Esher Road and Avern Road - Casualty reduction, pedestrian improvements.	West Molesey, East Molesey and Esher	•	•	£30,000	priorities from previous feasibility agreed with divisional members
Grotto Road junction with Thames Street, Weybridge - pedestrian improvements	Weybridge	•	•	£25,000	CIL bid unsuccessful. Potential to deliver benefits from smaller options identified
Stage 3 Road Safety Audits/Accessibility Improvements/Small safety and improvement schemes/Signs and roadmarkings	Various	•	•	£15,551	Post construction road safety audits of schemes implemented in previous years.
				£305,551	

NOTES:

The programme is indicative and subject to confirmation. Costs may change following design.

KEY:

D= Design



C = Construction

**Reserved schemes for future potential prioritisation from Road Safety central budgets**

Scheme/Title	Division	Budget estimate	
Oxshott Village Centre - speed management, traffic management and safety/accessibility improvement measures	Oxshott, Hinchley Wood and Claygate	£150,000	If CIL application is unsuccessful.
Lammas Lane - improvements to pedestrian facilities on the approaches to the roundabout and measures to encourage lower approach speeds	East Molesey and Esher	£100,000	
East Molesey/Hampton Court junction with River Bank. Measures to improve facilities for pedestrians and cyclists, reduce cycle casualties and improve clarity and visibility for drivers	East Molesey and Esher	£50,000	
Oatlands Drive - pedestrian crossing to improve access to recreation ground and new footway/cycleway to Grotto Road	Walton South and Oatlands	£50,000	

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Proposed schemes for Local CIL Applications 2022/23

Scheme/Title	Division	Budget Estimate
Oxshott Village Centre - speed management, traffic management and safety/accessibility improvement measures	Oxshott, Hinchley Wood and Claygate	£150,000
Walton Oak Zebra Crossing and Parking Improvements	Walton on Thames	£150,000
Oxshott Village Footway- The Victoria PH	Oxshott, Hinchley Wood and Claygate	£70,000
Oxshott Village Overnight HGV Ban	Oxshott, Hinchley Wood and Claygate	£45,000

**ELMBRIDGE
DRAFT HIGHWAYS FORWARD PROGRAMME 2022/23
OPTION 2**

Scheme/Title	Division	2022-23			Comments
		D	C N	Budget Allocation	
Highway improvement measures	Cobham	•	•	£32,222	Measures to be agreed with local divisional member
Highway improvement measures	Hersham	•	•	£32,222	Measures to be agreed with local divisional member
Highway improvement measures	The Dittons	•	•	£32,222	Measures to be agreed with local divisional member
Highway improvement measures	East Molesey and Esher	•	•	£32,222	Measures to be agreed with local divisional member
Highway improvement measures	Oxshott, Hinchley Wood and Claygate	•	•	£32,222	Measures to be agreed with local divisional member
Highway improvement measures	Walton	•	•	£32,222	Measures to be agreed with local divisional member
Highway improvement measures	Walton South and Oatlands	•	•	£32,222	Measures to be agreed with local divisional member
Highway improvement measures	West Molesey, East Molesey and Esher	•	•	£32,222	Measures to be agreed with local divisional member
Highway improvement measures	Weybridge	•	•	£32,222	Measures to be agreed with local divisional member
Stage 3 Road Safety Audits/Accessibility Improvements/Small safety and improvement schemes/Signs and roadmarkings	Various	•	•	£15,553	Post construction road safety audits of schemes implemented in previous years.
				£305,551	

NOTES:

The programme is indicative and subject to confirmation.

KEY:

D= Design



C = Construction



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ELMBRIDGE
DRAFT HIGHWAYS FORWARD PROGRAMME 2022/23

Rank	Scheme / Title	County Division	Developer funding £(k)	Congestion				Accessibility				Safety				Environment				Economy				FINAL SCORE	Cost	Benefit Cost	Feasibility/Construction - STATUS	CIL Status													
				15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%						15%	15%	15%	15%	15%	15%	15%						
<p>Schemes with feasibility or detailed design complete or in progress These are schemes that Committee could consider for construction next Financial Year 2022/23, subject to funding being available.</p>																																									
1	Boroughwide new crossings - mobility improvements across Borough, e.g. Dropped kerbs and ramps (scheme scoring for a typical site) <i>CIL funding awarded.</i>	Various		0	0	0	0	0.00	0.00	5	0	3	2	0	10.00	150.00	0	0	1	1	2	1	0	5.00	175.00	0	0	0	0	0.00	0	0	0.00	0.00	325.00	5	65000	Improvements completed in Fleetside, Manor Road North, Heath Road and Queens Road. Preparations being made to implement further improvements.	CIL awarded 2019 -£143,000.		
2	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 <i>In progress</i>	Various		2	0	1	1	0	4.00	60.00	0	0	0	0	0.00	0.00	0	0	1	0	1	0	0	2.00	70.00	0	1	0	2	3.00	45.00	0	0	0.00	0.00	175.00	5	35000	Feasibility study 2021-22, near completion. likely to be priority route in LCWIP (Local Cycling & Walking Infrastructure Plan).	N/A	
3	Lammas Lane/Esher Road - improvements to pedestrian facilities on the approaches to the roundabout and measures to encourage lower approach speeds.	East Molesey and Esher, Hersham		0	0	3	0	0	3.00	45.00	5	3	5	2	3	18.00	270.00	1	2	3	5	3	1	1	16.00	560.00	0	0	0	0	0.00	0.00	3	2	5.00	100.00	975.00	50	19500	Feasibility study 2021-22, near completion. likely to be priority route in LCWIP (Local Cycling & Walking Infrastructure Plan).	N/A
4	Baker Street, Weybridge - Active Travel Scheme with modal filter	Weybridge		-2	0	5	0	0	3.00	45.00	5	1	4	2	4	16.00	240.00	0	0	0	4	2	1	1	8.00	280.00	2	3	3	2	10.00	150.00	1	1	2.00	40.00	755.00	40	18875	Feasibility Complete. Scheme to be delivered March 20	N/A
5	Grotto Road - pedestrian/cycle improvements between Oatlands Drive and Marlborough Drive	Weybridge		-1	1	5	0	0	7.00	105.00	5	2	5	1	5	18.00	270.00	1	2	3	0	5	2	1	14.00	490.00	1	0	0	0	1.00	15.00	0	1	1.00	20.00	900.00	60	15000	Scheme to be delivered March 2022	CIL Awarded 2020-21 -£50,000
6	A244 Esher Road - Active Travel Scheme with pedestrian improvements.	Hersham, East Molesey and Esher		-2	0	5	0	0	3.00	45.00	5	4	4	2	4	19.00	285.00	1	1	1	3	5	1	1	13.00	455.00	1	0	1	0	2.00	30.00	3	1	4.00	80.00	895.00	60	14917	Complete. Further consultation pending to consider whether to make permanent.	N/A
7	Mill Road / More Lane by the railway bridge - pedestrian improvements - problem with visibility between pedestrians and vehicles approaching under the bridge.	East Molesey and Esher		0	0	3	0	0	3.00	45.00	4	2	4	2	1	13.00	195.00	0	0	1	1	3	1	1	7.00	245.00	1	0	0	0	1.00	15.00	1	1	2.00	40.00	540.00	40	13500	Feasibility 2021-22 Complete. Proposed as part of 2022-23 ITS forward programme	N/A
8	Crossing of Hampton Court Way near allotments north of Embercourt Rd Suggested by Cllr Szanto.	East Molesey and Esher / The Dittons		0	0	5	0	0	5.00	75.00	5	2	4	2	1	14.00	210.00	0	0	1	1	5	1	1	9.00	315.00	1	0	0	0	1.00	15.00	1	1	2.00	40.00	655.00	50	13100	Feasibility 2021-22 complete. Proposed as part of 2022-23 ITS forward programme	N/A
9	Hersham Road, outside Westward School - pedestrian crossing facilities Westward School have offered 25% contribution.	Walton South and Oatlands		0	0	5	0	0	5.00	75.00	5	2	4	2	1	14.00	210.00	0	0	1	1	5	1	1	9.00	315.00	1	0	0	0	1.00	15.00	1	1	2.00	40.00	655.00	50	13100	2021-22 Feasibility complete. Proposed as part of 2022-23 ITS Forward programme - with 25% contribution from school	N/A
10	Walton Road between Esher Road and Avern Road Casualty reduction / 20mph / pedestrian improvements.	West Molesey, East Molesey and Esher		0	0	5	0	2	7.00	105.00	5	5	5	5	2	22.00	330.00	1	2	3	3	5	2	1	17.00	595.00	2	1	1	1	5.00	75.00	3	3	6.00	120.00	1225.00	100	12250	Original Feasibility study reported to committee March 2020. Feasibility of agreed priorities in progress 2021-22. Proposed as part of 2022-23 ITS forward programme	N/A
11	Oxshott Village Centre - speed management scheme to consider a new 20mph Zone for the A244 section between Birds Hill Rise and Danes Hill - at the very least measures to encourage lower speeds through the centre of the village. Scheme to include consideration of overnight weight restriction. Scheme to include consideration of speed management measures and consideration of new 20mph zone in Steels Lane / Blundel Lane area, as requested by petition. <i>Feasibility study 2021-22.</i>	Oxshott, Hinchley Wood and Claygate		-1	0	1	1	0	1.00	15.00	2	2	2	1	1	8.00	120.00	0	0	1	5	2	0	0	8.00	280.00	0	2	3	3	8.00	120.00	0	0	0.00	0.00	535.00	50	10700	2021-22 feasibility complete. 20mph speed limit proposed as part of the 2022-23 ITS forward programme	Two 2022-23 CIL application's being prepared by officers for: HGV overnight ban & Average Speed Cameras
12	Queens Road, new cycle link between Seven Hills Road and Ashley Road Arising out of discussion between Walton Charities and John O'Reilly.	Hersham		-1	0	5	0	0	6.00	90.00	2	1	0	0	5	8.00	120.00	0	0	1	0	3	1	1	6.00	210.00	1	0	0	0	1.00	15.00	1	1	2.00	40.00	475.00	50	9500	Feasibility 2021-22 Complete. Likely to be a priority route for LCWIP	N/A
13	Portsmouth Road, Long Ditton/Surbiton. Cycle route improvements.	The Dittons		1	0	5	0	3	9.00	135.00	1	1	2	1	5	10.00	150.00	0	1	2	2	3	1	1	10.00	350.00	1	0	0	0	1.00	15.00	2	1	3.00	60.00	710.00	100	7100	Feasibility 2021-22 complete. Likely to be a priority route for LCWIP	N/A
14	New cycle route connecting Weybridge and Hersham (possibly along Queens Road and St George's Avenue) - suggested by Ian Donaldson	Weybridge, Hersham		-1	1	3	0	0	5.00	75.00	1	1	2	1	5	10.00	150.00	1	2	3	1	3	0	1	11.00	385.00	0	0	0	0	0.00	0.00	0	2	2.00	40.00	650.00	100	6500	Feasibility 2021-22 complete. Likely to be a priority route for LCWIP	N/A
15	Esher Transport Study Major scheme with a number of different elements, including: - Junction capacity improvements at Copsem Lane junction with Milbourne Lane (complete), Esher Town Centre, Cafe Rouge and the Scilly Isles - Pedestrian crossing facilities in Esher Town Centre and at Copsem Lane junction with Milbourne Lane. - Traffic signal technology upgrade. - Review of format of Esher High Street. - Casualty reduction at Esher Green (complete). <i>Local committee funding allocated. Two elements complete (as per above) and other elements in feasibility.</i>	East Molesey and Esher		5	5	5	4	2	21.00	315.00	5	2	5	4	3	19.00	285.00	1	1	2	3	5	2	1	15.00	525.00	2	4	2	2	10.00	150.00	3	3	6.00	120.00	1395.00	250	5580	Traffic Surveys - Complete. Casualty remedial scheme for Esher Green - Complete Lammas Lane speed limit change - Complete Copsem Lane junction with Milbourne Lane - Complete Scilly Isles & Cafe Rouge Junction - CIL application submitted 2021 declined by Elmbridge Borough Council pending further engagement Optimisation scheme - currently in feasibility Total funding package includes historical £50,000 CIL contribution	
16	Weybridge High Street - review pedestrian crossings to alleviate congestion	Weybridge		5	5	3	5	1	19.00	285.00	5	3	5	3	1	17.00	255.00	1	2	3	1	5	2	1	15.00	525.00	0	5	2	2	9.00	135.00	3	4	7.00	140.00	1340.00	300	4467	Feasibility on pause pending Weybridge major scheme development.	N/A
17	Seven Hills Road Cycle Route - part of cycling strategy	Hersham, Weybridge		0	0	5	0	0	5.00	75.00	5	2	5	2	5	19.00	285.00	1	2	3	0	5	2	2	15.00	525.00	2	2	0	0	4.00	60.00	3	2	5.00	100.00	1045.00	250	4180	Scheme is now deferred until spring/summ 2022. £ 200,000 local committee funded	£50,000 CIL Contribution 2021-22
18	Ember Lane S-bends	The Dittons		0	0	1	0	0	1.00	15.00	2	2	3	1	2	10.00	150.00	0	0	1	3	3	1	1	9.00	315.00	0	0	0	0	0.00	0.00	2	1	3.00	60.00	540.00	150	3600	Works started and due for completion by 25th February Local Committee funded	N/A
19	Oxshott - further pedestrian improvements to the south of Danes Hill - Widen footway south of The Bear - New footway between Danes Hill and village centre on west side of road. - Improve pedestrian accessibility past The Victoria and the Butcher's - New footway between Old Farmhouse Drive and Merrileas	Oxshott, Hinchley Wood and Claygate		0	0	3	0	0	3.00	45.00	5	3	5	3	0	16.00	240.00	0	0	1	0	5	1	1	8.00	280.00	0	0	0	0	0.00	0.00	3	2	5.00	100.00	665.00	200	3325	The Bear footway complete All other elements - Feasibility in progress	2022 CIL application being prepared by officers for - Footway outside The Victoria PH
20	A244 Copsem Lane Pegasus Crossing Petition to Elmbridge Local Committee, March 2021	East Molesey and Esher		-1	0	3	1	0	3.00	45.00	4	0	4	3	3	14.00	210.00	0	0	1	2	0	1	0	4.00	140.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	395.00	150	2633	Detailed design in progress. Proposed as part of the 2022-23 ITS forward programme	£40,000 CIL awarded to contribute towards total cost
21	A309 off-carriageway cycle route between Woodstock Lane and the Scilly Isles - part of cycling strategy	Oxshott, Hinchley Wood and Claygate (mostly)		-1	0	5	0	0	6.00	90.00	3	2	5	4	5	19.00	285.00	1	2	3	1	5	2	1	15.00	525.00	2	1	1	0	4.00	60.00	0	0	0.00	0.00	960.00	500	1920	Feasibility complete.	CILbid or LCWIP
22	Grotto Road junction with Thames Street, Weybridge - pedestrian improvements	Weybridge		1	1	5	0	3	10.00	150.00	4	2	4	1	1	12.00	180.00	0	1	1	1	3	1	0	7.00	245.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	575.00	300	1917	Feasibility Complete. Proposed as part of 2022-23 ITS forward programme	2020 CIL application declined by Elmbridge Borough Council
23	Walton High Street - new (or replacement) Zebra Crossing between the Heart and Boots <i>CIL funding awarded. Detailed design in progress following meeting with stakeholders</i>	Walton South and Oatlands; Walton		0	0	0	0	0	0.00	0.00	2	1	1	0	0	4.00	60.00	1	0	4	1	1	0	0	7.00	245.00	1	0	0	0	1.00	15.00	0	1	1.00	20.00	340.00	195	1744	Detailed design in progress following meeting with stakeholders	£195,000 CIL awarded 2021-22
24	Woodstock Lane South - suggestions for new footway, speed management, safety improvements, etc	Oxshott, Hinchley Wood and Claygate		0	0	3	0	0	3.00	45.00	5	2	5	4	1	17.00	255.00	0	0	1	1	5	2	2	11.00	385.00	4	0	0	0	4.00	60.00	0	0	0.00	0.00	745.00	750	993	Feasibility in progress. Extensive fly tipping problem may make this scheme non viable	N/A

ELMBRIDGE
DRAFT HIGHWAYS FORWARD PROGRAMME 2022/23

Rank	Scheme / Title	County Division	Developer funding	Congestion				Accessibility				Safety				Environment				Economy				FINAL SCORE	Cost	Benefit/ Cost	Feasibility/Construction - STATUS	CIL Status												
				15%	Con. Score	Wgtd. Adj.	15%	Acc. Score	Wgtd. adj.	35%	Safety Score	Wgtd. Adj.	15%	Env. Score	Wgtd. Adj.	20%	Econ. Score	Wgtd. Adj.	20%																					
<p>No feasibility or detailed design to date This means that cost estimates for ranking purposes are VERY approximate. These are schemes Committee could consider for feasibility studies in a future programme.</p>																																								
1	Portsmouth Road, just west of Ditton Reach - new pedestrian crossing Suggested in discussion with Cllr Nick Darby	The Dittons		0	0	3	0	0	3.00	45.00	5	4	4	2	0	15.00	225.00	1	2	3	2	4	0	1	13.00	455.00	0	0	0	0	0.00	0.00	2	1	3.00	60.00	785.00	40	19625	
2	Queens Road - new pedestrian crossing outside Manby Lodge School Suggested by school community, with support from Cllr Tim Oliver PMO developing major scheme for Weybridge - need to coordinate	Weybridge		0	0	5	0	0	5.00	75.00	5	2	4	2	1	14.00	210.00	0	0	1	1	5	1	1	9.00	315.00	1	0	0	0	1.00	15.00	1	1	2.00	40.00	655.00	50	13100	
3	Church Street on bend near Bridge Street - new pedestrian crossing (refuge island?) Suggested by Cllr Tim Oliver. Feasibility deferred to make way for Copsem Lane Pegasus PMO developing major scheme for Weybridge - need to coordinate	Weybridge		0	0	5	0	0	5.00	75.00	5	2	4	2	1	14.00	210.00	0	0	1	1	5	1	1	9.00	315.00	1	0	0	0	1.00	15.00	1	1	2.00	40.00	655.00	50	13100	
4	Church Road and Kent Road, East Molesey, especially at the junction with Vine Road and Kent Road Casualties at the junction, pedestrian crossing opportunities for children en route to school. Road Safety Team involved. Also likely to be part of high priority walking zone in LCWIP.	East Molesey and Esher		1	1	3	0	1	6.00	90.00	3	1	5	1	3	13.00	195.00	0	0	1	2	5	0	1	9.00	315.00	0	0	0	0	0.00	0.00	0	1	1.00	20.00	620.00	50	12400	
5	East Molesey/Hampton Court junction with River Bank. Measures to improve facilities for pedestrians and cyclists, reduce cycle casualties and improve clarity and visibility for drivers. Potential for temporary scheme pending major junction works associated with development	East Molesey and Esher		-1	0	0	0	0	-1.00	-15.00	1	1	1	1	2	6.00	90.00	1	0	3	0	1	0	0	5.00	175.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	250.00	25	10000	
6	Oatlands Drive crossing to improve access to recreation ground and new footway/cycleway to Grotto Road	Walton South and Oatlands		0	0	0	0	0	0.00	0.00	3	1	2	1	1	8.00	120.00	0	0	2	1	2	0	0	5.00	175.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	295.00	30	9833	
7	Ditton Hill Road junction with St Mary's Road and Church Road - casualty reduction, speed management Suggested by Cllr Nick Darby	The Dittons		0	0	1	0	1	2.00	30.00	2	2	2	1	1	8.00	120.00	0	0	1	3	2	1	1	8.00	280.00	1	0	0	0	1.00	15.00	1	1	2.00	40.00	485.00	50	9700	
8	Walton Oak school - safety measures including potential zebra crossing Petition to committee November 2021. On list of "Road Safety Outside Schools" projects for at design 2022-23	Walton		-1	0	0	0	1	0.00	0.00	1	2	3	0	2	10.00	150.00	0	0	0	2	5	0	0	7.00	245.00	0	1	1	0	2.00	30.00	0	0	0.00	0.00	425.00	50	8500	2022 CIL application being prepared by officers for Zebra Crossing
9	Sandy Lane, Cobham - a number of suggestions that may need to be ranked / prioritised separately: - Reduce speed limit to 30mph - Widen junction bellmouth with Warren Lane to prevent the junction locking up (would need common land). - Widen / straighten road as it winds through the common (would need common land). - Continuous formal (asphalt) footway along south side of road.	Cobham		1	0	0	0	0	-1.00	15.00	4	2	3	2	3	14.00	210.00	0	0	6	3	3	1	0	13.00	455.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	680.00	100	6800	
10	Hurst Park School - Road Safety Outside Schools assessment Loose ends following implementation of all measures associated with the school development	West Molesey		-1	0	0	0	0	-1.00	-15.00	1	0	2	0	2	6.00	90.00	0	0	1	1	5	0	0	7.00	245.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	320.00	50	6400	
11	Bowes Road Measures to reduce numbers of HGVs Suggested by Rachael Lake	Walton South and Oatlands		-2	0	0	0	0	-2.00	-30.00	0	0	0	0	1	1.00	15.00	0	0	0	0	1	0	0	1.00	35.00	0	1	2	3	6.00	90.00	0	0	0.00	0.00	110.00	20	5500	
12	Thames Ditton High Street Active Travel Scheme - no agreement on scope of any scheme	The Dittons		0	0	0	0	0	0.00	0.00	0	0	1	0	1	2.00	30.00	0	0	0	0	0	1	1	2.00	70.00	0	1	1	1	3.00	45.00	0	0	0.00	0.00	145.00	30	4833	
13	Bridge Road, East Molesey Active Travel Scheme - deferred by Committee	East Molesey and Esher		0	0	0	0	0	0.00	0.00	0	0	1	0	1	2.00	30.00	0	0	0	0	0	1	1	2.00	70.00	0	1	1	1	3.00	45.00	0	0	0.00	0.00	145.00	30	4833	
14	Hersham Village 20mph Zone Suggestion from Cllr John O'Reilly	Hersham		-1	0	0	0	0	-1.00	-15.00	1	0	2	0	1	4.00	60.00	0	0	6	4	2	0	0	12.00	420.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	465.00	100	4650	
15	Hurst Road - speed limit review and new pedestrian / cycle facilities - between Waterside Drive and Hurst Park School Suggested by Cllr Rachael Lake. School development ongoing	Walton, West Molesey		0	0	3	0	0	3.00	45.00	3	0	3	0	3	9.00	135.00	1	0	1	1	4	1	0	8.00	280.00	1	0	0	0	1.00	15.00	0	1	1.00	20.00	495.00	150	3300	
16	Long Ditton Schools 20mph Zone Suggestion from Cllr Nick Darby	The Dittons		-1	0	0	0	0	-1.00	-15.00	1	0	2	0	1	4.00	60.00	0	0	1	4	2	0	0	7.00	245.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	290.00	100	2900	
17	Brooklands Road junction with Byfleet Road - roundabout approach flairs too wide? Measures to reduce approach speeds? East / west cycle connectivity? Suggested by Tim Oliver & Matt Furniss	Weybridge		0	0	0	0	0	0.00	0.00	0	0	0	0	1	1.00	15.00	0	0	1	4	0	1	0	6.00	210.00	0	0	0	0	0.00	0.00	0	1	1.00	20.00	245.00	100	2450	
18	Hawkshill Way, Esher - 20mph limit Suggested by Cllr Peter Szanto	East Molesey and Esher		-2	0	0	0	0	-2.00	-30.00	0	0	1	0	1	2.00	30.00	0	0	0	4	1	1	0	6.00	210.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	210.00	100	2100	
19	Blundel Lane, Stoke D'Abernon - Junction Improvement On hold pending post-scheme assessment on Stoke Road	Cobham		-3	0	2	0	0	-1.00	-15.00	5	0	5	0	5	15.00	225.00	0	0	1	0	0	0	0	1.00	35.00	0	-1	0	0	-1.00	-15.00	0	0	0.00	0.00	230.00	115	2000	
20	Cavendish Road /w Egerton Road and also Old Avenue and Gower Road - schemes to address persistent reports of damage only incidents - could consider junction road tables. Suggested by Cllr Peter Harman	Weybridge		-1	0	0	0	0	-1.00	-15.00	1	0	1	0	0	2.00	30.00	0	0	0	2	1	0	0	3.00	105.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	120.00	60	2000	
21	A244 Leatherhead Road / Warren Road - new pedestrian crossing outside Oxshott railway station on north side of the railway. Suggested by FEDORA	Cobham		-1	0	2	1	0	2.00	30.00	3	2	2	1	0	8.00	120.00	0	0	0	1	1	1	0	3.00	105.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	255.00	150	1700	
22	Conversion of verge to parking in Belvedere Gardens - to include consideration of Highway verge and also PA Housing land. Suggestion from Cllr Ernest Mallet	West Molesey		0	0	0	0	3	3.00	45.00	0	0	0	0	0	0.00	0.00	0	0	0	0	0	0	0	0.00	0.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	45.00	100	450	
23	Hampton Court Way / Summer Road junction review Added to the list following petition in November 2020	East Molesey and Esher, and The Dittons		0	0	0	0	0	0.00	0.00	1	0	0	0	0	1.00	15.00	0	0	0	1	1	0	0	2.00	70.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	85.00	250	340	
24	Queens Road - re-location of loading bay near South Road Petition to Elmbridge Local Committee, Nov 2020	Weybridge		0	0	0	0	0	0.00	0.00	0	0	0	0	0	0.00	0.00	0	0	0	0	0	0	0	0.00	0.00	0	0	0	1	1.00	15.00	0	0	0.00	0.00	15.00	50	300	
25	Blundel Lane pedestrian / cycle accessibility improvements Would cost approx £100k for the feasibility study.	Cobham; Oxshott, Claygate and Hinchley Wood		1	2	1	0	0	4.00	60.00	3	0	5	4	5	17.00	255.00	1	0	2	1	1	1	0	5.00	175.00	-2	0	0	0	-2.00	-30.00	0	0	0.00	0.00	460.00	3000	153	
26	Hampton Court junction(s) to the south of the bridge (casualty reduction, congestion, etc) On hold pending Jolly Boatman development.	East Molesey and Esher		2	1	1	0	2	6.00	90.00	2	2	2	2	2	10.00	150.00	2	0	4	1	1	0	0	8.00	280.00	0	1	1	0	2.00	30.00	0	0	0.00	0.00	550.00	4000	138	
Major / Intermediate Schemes																																								
	Monument Hill, between its junctions with Baker Street and Oatlands Drive, Queens Road, and Hangar Hill Casualty reduction and improved pedestrian facilities Need to coordinate with proposal to move the War Memorial PMO developing major scheme for Weybridge	Weybridge																																						
	Esher Road pedestrian crossing (near Mole Bridge) - suggested by Stuart Selleck On hold pending bridge replacement.	East Molesey and Esher																																						
	A245 Byfleet Road Pedestrian / Cycle improvements - part of cycling strategy - and speed limit review for possible reduction to 40mph Feasibility study started by Atkins with Designated Funds funding in context of Wisley Interchange scheme. On hold at the present time.	Weybridge																																						
	Weybridge High Street - review pedestrian crossings to alleviate congestion On pause pending Weybridge major scheme development by PMO	Weybridge																																						

ELMBRIDGE Integrated Transport Schemes prioritisation list - FEB 2022		Congestion				Accessibility				Safety				Environment				Economy				FINAL SCORE	Cost	Benefit/ Cost	Feasibility/Construction - STATUS	CIL Status
Rank	Scheme / Title	Developer funding	15%	Con. Score	Wgt. Adj.	15%	Acc. Score	Wgt. adj.	35%	Safety Score	Wgt. Adj.	15%	Env. Score	Wgt. Adj.	20%	Econ. Score	Wgt. Adj.	20%	£(k)	£(k)						
	<p>Factors should be assessed considering whether the proposed scheme will have a positive or negative effect, using the range of (-5 -4 -3 -2 -1 0 1 2 3 4 5), with negative figures being a negative effect, and positive ones beneficial. The score given should reflect factors such as the type of road, traffic volumes, likely impact of scheme etc.</p> <p>For KSI and accident statistics, the number of accidents over the preceding three year period should be entered, but only if these are directly relevant to the purpose of the scheme.</p>		Vehicle delay impact Traffic growth impact Support travel plan Technological congestion management Parking management			Improve mobility for impaired Promote public transport Encourage walking Reduce community Encourage cycling			Reduce KSI Reduce child KSI Reduce slight casualties Reduce vehicle speeds Support safe routes to Improve street lighting Reduce fear of crime			Improve streetscene inc. reducing tipping Reduce vehicle CO2 Reduce traffic noise reduce HGV impact			Aligns with planned maintenance Supports local economy											

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Local Committee Decision and Action Tracker

This tracker monitors progress against the decisions and actions that the Local Committee has made. It is updated before each committee meeting. (Update provided on 7/3/22).

- Decisions and actions will be marked as **'open'**, where work to implement the decision is ongoing by the Local/Joint Committee.
- 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. For some decisions the Committee and public will be able to monitor the progress through Surrey County Council website. A link to the webpage will be included on the item when marked as complete.
- 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 can remain on the tracker should the Committee request.

Ref No	Meeting Date	Decision	Status (Open/Closed)	Officer	Comment or update
CS1	4 December 2017	Petition 4 – speed assessment to be carried out in Hare Lane	Closed (Retain on tracker)	Highways Engagement and Commissioning Manager (E&CM) (Zena Curry)	9/11/21 - Action now with Claygate Parish Council to decide whether or not to allocate CIL funding to implement this scheme. 29/11/21 – further discussion to be had with Highways officers offline re best option for scheme.
2	11 June 2018	Committee to be provided with information on the basis of the feasibility study and a follow up report to be brought to the Committee when the pedestrian refuge in Portsmouth Road has been installed and the safety audit completed to identify if further measures are required.	Open	E&CM	9/11/21 - Surveys completed recently. Officers assessing results. 21/2/22 – Officers waiting for feedback from members.
3	17 March 2020 (delegated officer decisions)	• Construct the Stoke Road speed management scheme;	Open	E&CM	9/11/21 - Phase 1 complete. Phase 2 complete. Phase 3 on hold pending outcome of first two phases. 21/2/22 – Post scheme speed surveys to take place before Easter Holidays.

ITEM 10

Ref No	Meeting Date	Decision	Status (Open/Closed)	Officer	Comment or update
		<ul style="list-style-type: none"> Apply to Elmbridge Borough Council for CIL funding for capacity improvements between Station Road and the Scilly Isles, Esher, subject to the necessary consultation; 	Closed		9/11/21 - CIL bid deferred by Elmbridge Borough Council pending further discussion on proposals for Esher Town Centre.
4	16 November 2020	Undertake an officer assessment of the road safety concerns on the roads in the vicinity of the St Lawrence School and report the findings to a future meeting of the Local Committee.	Open	Active Travel Team Manager	24/2/22 - The county council has allocated new funding for highway road safety schemes near schools of £1million per year over the next three years. This site has been added to the provisional list for design and delivery within the next financial year. The finalised list will be confirmed in the coming weeks.
Page 5 34	16 November 2020	Following the construction of three pedestrian crossings as part of the Esher Road Active Travel scheme public consultation to take place with the local community and the results reported back to Committee.	Open	E&CM	22/2/22 – Consultation period ended 18 th February. Traffic Surveys to begin week of 28 th February Results to be discussed with Divisional Members.
6	8 March 2021	<ul style="list-style-type: none"> Promote a Pegasus crossing scheme on the A244 as part of Committee's 2021-22 programme of feasibility / design work and consider whether a scheme that is already part of Committee's 2021-22 programme of work should be deferred; 	Open	E&CM	22/2/22- Design in progress; Officers to liaise with Elmbridge Borough Council Officers over procurement of common land required for the scheme. Once Feasibility has been complete, details will be sent to Divisional Member.
7	8 March 2021	<ul style="list-style-type: none"> Authorise the advertisement of a permanent traffic regulation order to convert the temporary Active Travel scheme currently deployed in Baker Street, Weybridge, into a permanent scheme, and consider any objections, subject to Committee members having seven days to review the detailed consultation response and 	Open	E&CM	22/2/22 – TRO now in place. Permanent Measures due to be delivered March 2022

Ref No	Meeting Date	Decision	Status (Open/Closed)	Officer	Comment or update
		<p>send any comments to the Area Highways Manager.</p> <ul style="list-style-type: none"> • Advertise an amendment to the prohibition of traffic order that is currently in force in Pointers Road, Cobham, to move the starting point of the order approximately 90m to the southeast to a point just northwest of the entrance to Chatley Farm, and install a new gate at this location. 	Open	E&CM	22/2/22 – No progress to date.
8	14 July 2021	That a parking restriction to prohibit the parking of HGVs in Redhill Road overnight be added to the current parking review. The parking strategy and implementation team manager to agree an appropriate weight limit and times in consultation with the Chairman and Vice-Chairman of the Committee and the divisional and ward members.	Open	Parking Engineer	17/2/22 - The scheme to be advertised has been agreed with divisional and ward members and is due to be advertised alongside the rest of the parking review as agreed.
9	14 July 2021	Advertise the agreed changes to on street parking, any, adjustments can be made to the proposals by the parking strategy and implementation team manager in consultation with the chairman, vice-chairman and divisional county councillor prior to advertisement. Consider the results of the advertisement and in consultation with the chairman/vice chairman of this committee and the county councillor for the division, decide whether to implement with or without modifications.	Open	Parking Engineer	17/2/22 - The consolidated traffic orders came into effect in December 2021. The decisions about what to advertise have now been made, following the informal consultations carried out in October 2021 at five locations across the borough. The parking review is due to be advertised in March, alongside changes to the costs and types of permits available which are being made on a countywide basis.
10	14 July 2021	<ul style="list-style-type: none"> • Create a new cycle route along the east side of Seven Hills Road, in consultation with the Divisional Members and residents as appropriate; 	Open	E&CM	22/2/22 – Detailed design highlighted drainage issues that required further investigations. Road space not available for a 21/22 build. Scheme is now deferred until a spring/summer 2022 build. All monies have been reprofiled for 2022-23.

Ref No	Meeting Date	Decision	Status (Open/ Closed)	Officer	Comment or update
Page 36		<ul style="list-style-type: none"> Finalise the preferred options for improving the junctions at either end of Baker Street, Weybridge, in consultation with the Divisional Member and local community as appropriate, and to undertake any necessary legal procedure that may be necessary to deliver this scheme; 	Open	E&CM	<p>22/2/22 – Monument Hill junction; Officers making preparation for construction Easter Holidays. High Street junction: Liaison required between officers and the Weybridge Major Scheme Development to prepare for construction 2022-23</p>
	<ul style="list-style-type: none"> Create a new cycle route connecting the end of Grotto Road to Oatlands Drive, in consultation with the Divisional Members and residents as appropriate; 	Open	E&CM	<p>22/2/22 – Officers and local members reviewed the scheme, build to be completed March 2022.</p>	
	<ul style="list-style-type: none"> Advertise the legal notice for the introduction of a new Pegasus Crossing in Copsem Lane, Esher, in consultation with the Divisional Member and local stakeholders as appropriate, and to resolve any representations that might be received; 	Open	E&CM	<p>To be advertised once design is well advanced.</p>	
	<ul style="list-style-type: none"> Subject to Elmbridge Borough Council awarding CIL funding, advertise the legal notice for the removal of one Zebra Crossing and the introduction of a new Zebra Crossing in Walton High Street , in consultation with the Divisional Member, ward members and local community as appropriate, and to resolve any representations that might be received; 	Open	E&CM	<p>9/11/21 - To be advertised once design is well advanced. CIL awarded £195,000 22/2/22 – notes from initial officer and member consultation are with design engineer to progress detailed design. Additional consultation with stakeholders to take place.</p>	
	<ul style="list-style-type: none"> Subject to Elmbridge Borough Council awarding CIL funding, deliver the road safety scheme Ember Lane, including any necessary legal 	Open	E&CM	<p>9/11/21 - CIL funding declined by Elmbridge Borough Council. Officers working with Divisional Member to agree reduced scheme.</p>	

Ref No	Meeting Date	Decision	Status (Open/Closed)	Officer	Comment or update	
Page 37		<p>procedure, in consultation with the Divisional Member and local community as appropriate;</p> <ul style="list-style-type: none"> Develop an overnight weight restriction for Oxshott Village, taking into account any potential impact on surrounding roads including the A245 and the roads in and around Cobham, in consultation with Divisional and Ward Members, the Mole Valley Local Committee and local communities as appropriate, including any legal procedure necessary to introduce the restriction, and should a scheme be identified that is supported by these stakeholders to implement the scheme. 	Open	E&CM	<p>22/2/22 – Scheme currently in construction. Due to be complete February 2022.</p> <p>9/11/21 - Traffic surveys complete and being assessed by officers before discussion with local stakeholders. 22/2/22 – Officers preparing to submit a local CIL bid for 2022 applications.</p>	
	11	29 Nov 2021	With the residents, agree a scheme of traffic calming for New Road, Esher, to include a reduction in speed limit to 20mph, undertake any necessary legal procedures for the implementation of the agreed scheme, and facilitate implementation of the scheme at the expense of the residents of New Road.	Open	E&CM	22/2/22 – No progress to date.
	12	29 Nov 2021	Agree the extent of a new 20mph limit for Oxshott Village centre, and subject to funding being identified for implementation promote the necessary legal order for the new limit and implement the scheme.	Open	E&CM	22/2/22 – Proposed as part of 2022/23 ITS Forward Programme.

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Local Committee (Elmbridge) - Forward Programme 2021/22

Details of future meetings			
<p>Dates for the Elmbridge Local Committee 2022: 07 June, 28 Nov.</p> <p>The Committee meeting commences at 4pm. This forward plan sets out the anticipated reports for future meetings. The forward plan will be used in preparation for the next committee meeting. However, this is a flexible forward plan and all items are subject to change. The Local Committee is asked to note and comment on the forward plan outlined in this report.</p>			
Topic	Purpose	Contact Officer	Proposed date
Decision Tracker	For information	Partnership Committee Officer	ALL
Forward Programme	Review the Forward Programme and consider further themes for Member briefings	Partnership Committee Officer	ALL
LCWIP	To consider the output plan for the LCWIP	Future Transport Programme Manager, SCC	June 2022
Henrietta Parker Trust	To update the Committee on the Men's Shed Project (?committee item or display)	HP Trust	TBC

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