

Surrey Transport Plan

Elmbridge Local Transport Strategy & Forward Programme



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Surrey Transport Plan

Elmbridge Local Transport Strategy and Forward Plan

September 2014

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Executive Summary

The Surrey Transport Plan is the third Local Transport Plan (LTP)¹ for the county. It is a statutory plan (required by the Local Transport Act 2008 and Transport Act 2000), which replaced the second LTP on 1 April 2011. Like the previous Plans, the Surrey Transport Plan is partly an aspirational document. The Elmbridge Local Transport Strategy and Forward Programme forms part of the LTP3. Local Transport Strategies and Forward Programmes will be produced for all districts and boroughs within Surrey and will be 'live' documents, updated every 2-3 years whilst the Forward Programme (annex) will be updated yearly.

The purpose of the strategy is to support the growth set out within the borough local plan and provide a programme of transport infrastructure required to deliver this growth. Together they provide an evidence base for future funding bids.

The objectives of this strategy are to reduce the reliance on the private car in Elmbridge by providing more attractive sustainable travel choices, to improve air quality especially in those areas designated as Air Quality Management Area (AQMAs) and to manage local bottlenecks and traffic congestion within the borough. These objectives are in accordance with Surrey's Environment and Infrastructure priorities.

In order to achieve these objectives the strategy focuses on the current issues and problems on the transport network in Elmbridge. The strategy considers potential solutions and mitigation and also seeks to take account of planned future growth in the borough and related work streams being carried out by the County and Borough Councils and by external stakeholders. A Forward Programme has been produced (see annex) which details the schemes identified to achieve the objectives set out in this strategy.

As such, the Forward Programme contains an aspirational list of transport infrastructure schemes which would achieve the objectives of the Elmbridge Local Transport Strategy, subject to funding and feasibility. The programme seeks to address the problems identified in the main document of the strategy and mitigate the impact of future growth on the transport network.

The strategy has been produced by the County Council in partnership with Elmbridge Borough Council. Public consultation on the draft strategy took place during May-July 2014. The final version takes on board comments received during consultation and will be considered by the Elmbridge Local Committee and by Surrey County Council's Cabinet to be adopted as part of Surrey's Local Transport Plan (LTP3).

¹ http://www.surreycc.gov.uk/_data/assets/pdf_file/0010/842698/01-STP-Executive-summary-July-2014.pdf

1 Introduction

- 1.1 The Elmbridge Local Transport Strategy and Forward Programme are part of the [Surrey Transport Plan](#) (LTP3) and support the Borough Local Plan. The LTP3 is the county's third Local Transport Plan and is a statutory document. The Surrey Transport Plan sets out the strategy to help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey, in order to promote economic vibrancy, protect and enhance the environment, improve the quality of life, and reduce carbon emissions.
- 1.2 Local transport strategies have been developed to take account of and provide a plan for addressing transport problems and opportunities in a geographical area. A local transport strategy (LTS) has been produced for each district and borough in the county.
- 1.3 This LTS considers the Borough Local Plan and is a key document in informing the response to Central Government and the Enterprise M3 Local Enterprise Partnership (LEP) in terms of potential funding bids. The emerging local transport strategies were used to respond to and inform the LEP Strategic Economic Plan which considers the ability of highway and transport interventions to achieve growth in terms of jobs, employment floor space and housing created. The LTS also considers interventions required to address existing problems on the transport network. Finally, the LTS is a mechanism to respond to and inform Community Infrastructure Levy (CIL) requirements.
- 1.4 The LTS is a 'live document' that it is intended will be updated every two to three years. The LTS consists of two main parts:
 - The main document, which provides a commentary on the characteristics, problems and opportunities in the area
 - An annex consisting of a forward programme detailing highway and transport interventions to address the problems identified.
- 1.5 The LTS sets out the short, medium and long-term approach by which Surrey County Council (SCC) and Elmbridge Borough Council (EBC) seek to encourage sustainable travel patterns and manage congestion in the borough.
- 1.6 The schemes outlined in the forward programme are intended to provide a cohesive package of measures to address all modes of transport and to work towards providing an effective choice of transport for all users.
- 1.7 The forward programme identifies a number of transport infrastructure schemes which could be implemented over the next 15 year period, subject to feasibility and funding. The status of each scheme has been defined as:
 - local schemes, at a cost less than £250,000
 - intermediate schemes, at a cost between £250,000 and less than £2m

- , Major schemes, at a cost of £2m and above.

1.8 The forward programme will help the county council and borough council to agree strategic infrastructure delivery priorities and guide future investment from a range of funding sources including:

- Major schemes funding via the EM3 Local Transport Body
- Potential funding via the Enterprise M3 Local Enterprise Partnership (LEP)
- Local Committee funding including the Integrated Transport Block (Minor improvement schemes)
- Developer contributions including the Community Infrastructure Levy and Section 106 agreements.

Structure of Document

1.9 The Elmbridge Borough Local Transport Strategy & Forward Programme is structured as follows:

Chapter 2	Chapter 3	Chapter 4	Chapter 5	Chapter 6	Chapter 7	Chapter 8
• Objectives and delivery priorities	• Elmbridge Transport Network	• Elmbridge Transport Trends	• Future Growth and its Impact	• Related workstreams and projects	• Places in Elmbridge	• Funding and implementation

1.10 Chapter 2 'Objectives and delivery priorities' outlines the agreed objectives for the strategy, based on any issues on the transport network

1.11 Chapter 3 'Elmbridge Transport Network' describes the key highways, public transport, walking and cycling infrastructure in the Borough and describes overall issues experienced on the transport network.

1.12 Chapter 4 'Elmbridge Transport Trends' outlines the key trends on the Elmbridge transport network.

1.13 Chapter 5 'Future growth and its impact' outlines planned growth in the Borough.

1.14 Chapter 6 'Related workstreams and projects' places this transport strategy in a wider context.

1.15 Chapter 7 'Places in Elmbridge' gives descriptions of the local transport networks in the boroughs main settlements.

1.16 Chapter 8 'Funding and implementation' outlines the main funding sources which it is anticipated may be used to deliver the schemes included in the annex, in line with the objectives.



2 Objectives and delivery priorities

- 2.1 This chapter sets out the objectives of the Elmbridge Local Transport Strategy and the visions and objectives of the documents which influence these objectives. The objectives of this strategy have been developed using the Surrey Transport Plan (LTP3), the SCC Environment and Infrastructure Directorate Priorities and the Elmbridge Borough Council Core Strategy. These documents, and their visions and objectives, have been summarised below.

Vision and objectives of the Local Transport Plan LTP3

Vision

To help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey; in order to promote economic vibrancy, protect and enhance the environment and improve the quality of life.

Objectives

Effective transport: To facilitate end-to-end journeys for residents, business and visitors by maintaining the road network, delivering public transport services and, where appropriate, providing enhancements.

Reliable transport: To improve the journey time reliability of travel in Surrey.

Safe transport: To improve road safety and the security of the travelling public in Surrey.

Sustainable transport: To provide an integrated transport system that protects the environment, keeps people healthy and provides for lower carbon transport choices.

Surrey County Council Environment & Infrastructure Directorate Priorities 2014/15

Vision: A leading economy and an attractive environment, with better roads and transport networks.

1: Maintain and improve highway and transport infrastructure to support economic growth

- Repair road defects within appropriate timescales.
- Deliver the county council priority to renew 100 km of the county's roads.
- Work with the Local Enterprise Partnerships (LEPs) to secure funding to enhance highways and transport infrastructure.
- Invest up to £10m to tackle damage to roads from severe weather and flooding.

2: Optimise the use of highway and transport infrastructure to support health, wellbeing and economic development

- Deliver the Travel SMART programme.
- Deliver the Surrey cycling strategy with Local Committees.
- Complete the passenger transport review.
- Develop business cases for major transport schemes to secure required funding.

3: Maintain and improve the county's attractive environment

- Ensure at least 90% of municipal waste is diverted from landfill through recycling, reuse and recovery.
- Work with partners to secure maximum value from waste.
- Ensure the Eco Park will be constructed by 2016.
- Work in partnership to deliver the Countryside Management Transformation Programme.
- Work in partnership to reduce energy costs and carbon impact for the council and schools and to deliver affordable warmth to vulnerable residents.

4: Enable and facilitate the sustainable development of key 'places' in Surrey

- Work with District and Boroughs to support investment in key places in Surrey.
- Support the county council priority to deliver the necessary additional school places through a robust and timely planning process.

Elmbridge Core Strategy Objective 2028

"To reduce people's reliance on driving, by directing new development to sustainable locations, promoting attractive and convenient alternatives to using the private car and, in so doing, reducing congestion and pollution caused by traffic."

2.2 Based on these visions and objectives² the Elmbridge Local Transport Strategy and Forward programme has the following objectives and delivery priorities:

² This document mainly addresses SCC E&I Directorate priorities 1,2 and 4.

Elmbridge Local Transport Strategy Objectives

Objective 1

To reduce the reliance on the private car by providing more attractive sustainable travel choices

- Providing a more integrated public transport system
- Improve accessibility to settlement centres for pedestrians, cyclists and public transport users especially from local railway stations
- Promoting increases in capacity, frequency and reliability of public transport services and the integration of train and bus services
- Provide more quality bus routes and reducing congestion to provide more reliable services
- Improving the provision of real time public transport information

Objective 2

To improve air quality across the borough especially within areas designated as Air Quality Management Areas

- Encouraging sustainable transport
- Reduction of congestion in AQMAs

Objective 3

To manage local bottlenecks and manage traffic congestion within the borough

- Encouraging sustainable transport; including cycle, pedestrian and bus routes (objectives 1 and 2)
- Improving network efficiency through junction layout improvements and/or traffic signal optimisation

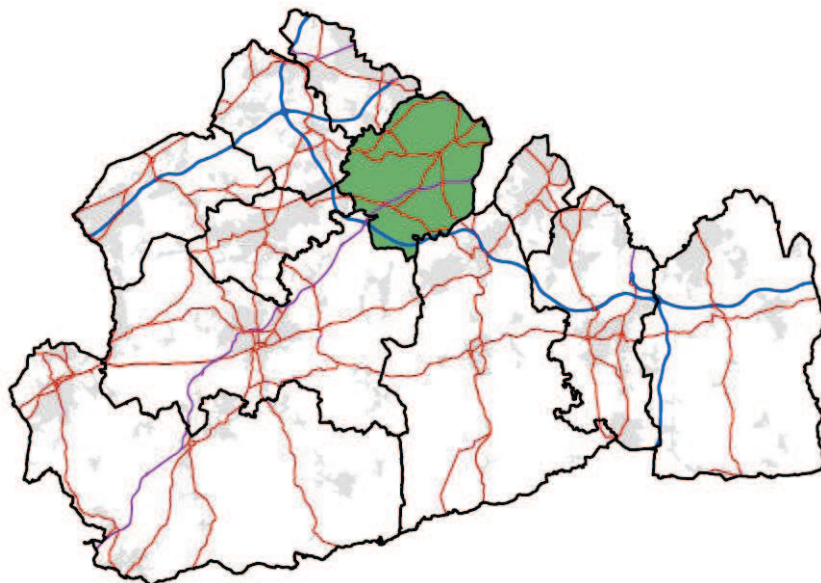
2.3 The objectives outlined above have been considered in relation to specific areas across the borough.

3 The Elmbridge Transport Network

- 3.1 The following Chapter aims to give a description of the current transport network within the borough of Elmbridge. It describes the boroughs context within the South East of England and Surrey; it then goes into further detail, focusing in on the modes of transport and the infrastructure available across Elmbridge.

Surrey and its transport network

- 3.2 The county of Surrey is located within the South East region of Great Britain and contains 11 districts. Surrey has a population of 1.144 million and, with an area of some 1,670 square kilometres, is one of the most densely populated counties in England. Much of the county is rural and is protected by the green belt. Surrey, however, also contains large urban areas, mostly concentrated in the north of the county, where it adjoins the London conurbation. Due to Surrey's location next to London, and the proximity of both Heathrow and Gatwick Airports, there is considerable demand for movement within, to, from, and through the county.
- 3.3 Surrey's road network has developed over many years to suit the prevailing movement demands. The strategic network, comprising motorways and trunk roads, has evolved principally to serve London, with several nationally important routes passing through the county, including the M3, M23, M25 and the A3.
- 3.4 The local bus network is an integral part of the transport system in Surrey providing valuable transport provision to communities and supporting the economy. Some of the more urbanised areas of Surrey, and particularly those areas bordering London, such as Elmbridge, are relatively well served by bus services.



- 3.5 There are currently 84 railway stations in Surrey and the county is served by an extensive rail network. Movements to and from central London are well catered for via the main London to Brighton line, London to Portsmouth / Southampton services and various secondary and branch line services. There is limited provision for orbital movement across the rest of Surrey, though the North Downs Line connecting Gatwick and Reading via Redhill and Guildford, the line from Redhill to Tonbridge, the Ascot-Aldershot line and the Virginia Water to Weybridge route offer opportunities to move from one part of Surrey to another without having to interchange closer towards London.
- 3.6 The borough of Elmbridge is located in the north of Surrey, immediately to the south west of London. Elmbridge comprises of two main settlement areas of Walton and Weybridge; the suburban areas of Esher, Hersham, Cobham, East and West Molesey and Hinchley Wood and the Dittons along with the villages and more rural areas of Claygate, Oxshott and Stoke D'Abernon.
- 3.7 57% of the borough is Green Belt and nearly 10% is public open space. Elmbridge has a multitude of cultural and heritage assets that make a major contribution to the borough's image, local character and distinctiveness.

Motorways and Principal Route network (PRN)

- 3.8 The main highways through Elmbridge are the A3 which runs through the middle of the borough and the M25 (Junctions 9-12) which circumnavigates the southern and western boundaries of the borough, although the M25 has no junctions within the borough boundaries.
- 3.9 There are several other significant routes that run through the borough which feed into the SRN (Strategic Route Network) including;
- A244 which runs from Walton Bridge, through Walton, Hersham and Esher to the A3, and then continuing southwards to join the M25 at junction 9
 - A309 which runs from Hampton Court, through the 'Scilly Isles' at Weston Green, and then on through Hinchley Wood to join the A3 at Ditten Hill.
 - A245 which runs from Byfleet in the West and Stoke D'Abernon through Cobham in the East, with access to the A3 at Painshill.
 - A317 which runs through Weybridge town centre, through Addlestone, to join the M25 at junction 11.
- 3.10 On a number of sections of the PRN, the borough council has identified these areas as having poor air quality. These areas have been designated as Air Quality Management Areas. Where levels of a pollutant are considered likely to fail the objectives set by the Government, the borough is required to declare the area in which the monitoring results are failing as an Air Quality Management

Area. An AQMA site exists where annual mean objective for NO₂ that is being exceeded. The borough has identified 7 areas:

- Walton-on-Thames High Street
- Esher High Street
- Weybridge High Street
- Walton Road, Molesey
- Cobham High Street
- Hinchley Wood By Pass
- Hampton Court Parade

3.11 Congestion and heavy vehicle movements can also have impacts on noise levels in the locality of the road which can contribute to quality of life issues

Bus Provision

3.12 The bus services within the borough are run by both Transport for London (TfL) and external operators subsidised by Surrey County Council. The borough as a whole is considered to have a relatively good bus network providing services to a number of destinations within and outside of the borough. However, there are some routes which are not served at all or have very limited services and some of the bus corridors require upgrading such as new bus shelters and other interventions are being introduced (set out within the Annex of this document) to improve reliability and information provision. The bus services can also be unreliable due to traffic congestion causing long journey times and unreliable timetables making travelling by bus less attractive.

3.13 Implementing improvements to bus priority and corridors across the borough is a key focus. As developments come forward we would seek contributions as appropriate to the development for other bus improvements.



Rail Provision

3.14 The borough is served by the South West Main Line providing frequent and fast services to London Waterloo.

3.15 At peak hours, trains are running with little spare capacity on services carrying commuters to and from London Waterloo and are expected to become more overcrowded. Current estimates suggest that by 2031 services through Elmbridge will be operating at 137% of capacity.



3.16 Stations within Elmbridge are amongst the busiest in Surrey, Walton on Thames, Weybridge and Hampton Court are the sixth, seventh and eighth busiest stations in Surrey respectively. These stations take over 2 million passengers a year. Of the remaining stations within the borough these stations are well used with at least 300,000 passengers entering or exiting the rail network at each station every year. There has been considerable growth in the number of recorded journeys to and from Elmbridge stations since 2002, an overall rise of 78%.

3.17 Many of the rail stations located within the borough are located outside of settlement areas.

3.18 There are no direct links to either London Heathrow or Gatwick.

3.19 Trains to minor stations are limited, particularly for commuting and the evening.

Walking and cycling provision

3.20 Although the River Thames can act as a barrier to movement in Elmbridge it also offers pleasant off road walking and cycling routes. The Thames path cycle route passes through the north of Elmbridge and is a popular route for cyclists. The new Walton Bridge offers cyclists and pedestrians an improved safer route over the river Thames and reduces severance caused by the river.



3.21 Elmbridge forms part of the sustrans National Cycle Network 4 (London to St Davids, Wales via Kingston, Staines and Reading) and also the Thames Valley Cycle Route (London to Oxford via Staines and Reading). Elmbridge borough and SCC work with Sustrans to ensure that the relevant parts of these major routes are fully

operational.

Access to Airports

3.22 Elmbridge is located within close proximity of both Heathrow and Gatwick airports. There are no direct rail links from stations in Elmbridge to either Heathrow or Gatwick Airports.

3.23 Data from the Surrey County Council Surface Access to Airports Study³ shows that by car the fastest weekday journey time to Heathrow from Walton and Hersham is 44 and 50 minutes respectfully. In comparison, by rail this journey time is 86 and 89 minutes respectively. This represents a clear disincentive for residents of Elmbridge to travel to Heathrow by rail.



3.24 Please see Chapter 6 for a description of Surrey Future's work stream 'surface access to airports' which considers how access to airports can be improved, both under existing conditions and in the event of extra capacity at Heathrow and/or Gatwick.

³ http://www.surreycc.gov.uk/__data/assets/pdf_file/0007/728899/Surface_Access_to_Airports_Study-Data_Review_Working_Paper_-web.part-1.pdf

4 Elmbridge Transport Trends

4.1 This chapter describes the travel patterns within Elmbridge and the many trends which affect transport in the borough. It is split into four sections;

- demographic and socio economic trends
- environmental issues
- safety
- economic circumstance

4.2 By looking at these four areas this chapter will give an understanding of the factors affecting transport in Elmbridge.

Demographic and socio economic trends

4.3 One of the most influential demographic factors upon the demand for travel is population; specifically the impacts of population growth and the desire for people to live in smaller sized households.

4.4 Surrey's population density varies considerably across the county. Dense urban areas are located in the north within the M25 and in the large towns of Guildford, Woking, Reigate/Redhill and Farnham south of the M25. These dense urban areas are separated by low density rural areas. 83% of the population live in these urban areas which cover just 34% of the county.

4.5 Between 2008 and 2013, Surrey's population grew by 3.7%. This trend is projected to continue over the next 20 years at a rate of about 3.6% per year. Along with increases in population, the number of households has also increased over time, by 11.3% since 1991 and 21.6% since 1981. The number of households in Surrey in 2011 was 455,791. If trends in personal travel demand remain constant, then the growth in population together with the desire to live in smaller households will result in an increase in future travel demand.

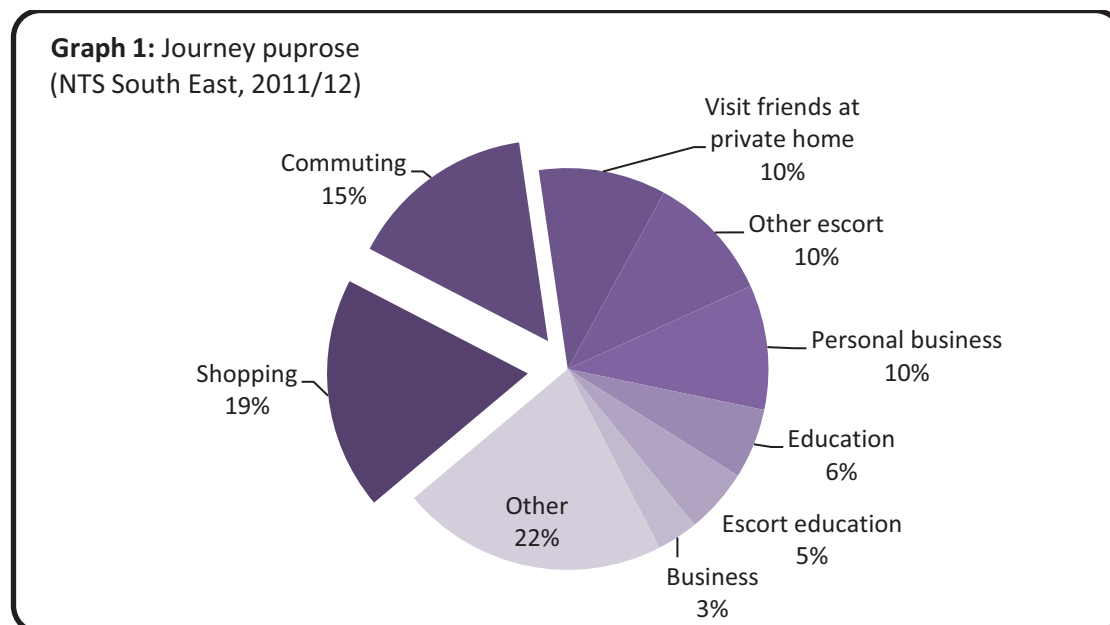
4.6 Elmbridge has the most rapidly increasing population in Surrey, increasing by over 9,000 people between 2001 and 2007. The population is also ageing. By 2026, the proportion of over 55's in Elmbridge is projected to exceed those for England and Surrey. The proportion of over 85's is currently higher than for England and Surrey and is projected to increase by 60% by 2026. This will present a variety of challenges for housing provision, health and social support⁴.

4.7 Graph 1 shows journey purpose (by number of trips made for all modes) in the South East region in 2011/12⁵. This demonstrates the complex nature of travel

⁴ Elmbridge Core Strategy 2011 www.elmbridge.gov.uk

⁵ National Travel Survey dataset 'NTS9906 Average number of trips (trip rates) by purpose, region and area type: Great Britain, 2011/12'

patterns although focus is often placed on those that have peak weekday flows during the morning and evening commute such as commuting and education.



- 4.8 Borough-specific data regarding **travel to work patterns** is available from the 2011 census. The car remains the predominant mode of choice with 64% of residents (age 16-74) travelling to work as a driver of a car or van⁶.
- 4.9 Car ownership per household⁷ is higher in Elmbridge than the average in the South East (81%) at 88%, with 46% of households owning two or more cars (40% for the south east).
- 4.10 Journeys less than 5km are considered to be most receptive to change given their shorter distance. The modal split for journeys travelled to work by Elmbridge residents that are less than 5km in distance has been sourced from the 2011 Census and is summarised in the table below.

Table 1(Mode of travel for journeys under 5km. Source: Census 2011)

Mode	Distance travelled to work		
	< 2km	2km - < 5km	All journeys
On foot	2,496	390	3,441
Bicycle	473	642	2,015
Driving a car or van	3,060	6,073	31,842
Passenger in a car or van	257	536	1,661
Bus, minibus or coach	83	531	1,361
Train, underground, metro, light rail or tram	180	205	13,628

⁶ This is as a percentage of those residents in employment.

⁷ Statistics sourced from 2011 Census dataset 'car or van availability'

4.11 Origin and destination data(also sourced from the 2011 Census⁸) reveals the following:

- Of the residents in employment in the borough, 48 percent of the borough's working population live and work in Elmbridge.
- The remaining 52 percent of residents commuted to areas outside of the borough with the majority commuting to London.
- Approximately 12 percent of the working population commute to the other Surrey boroughs and districts.

4.12 The travel patterns of borough residents and commuters travelling into the borough present the opportunity to encourage sustainable transport, especially for journeys less than 5 km in length, many of which could be cycled, walked or made by public transport.

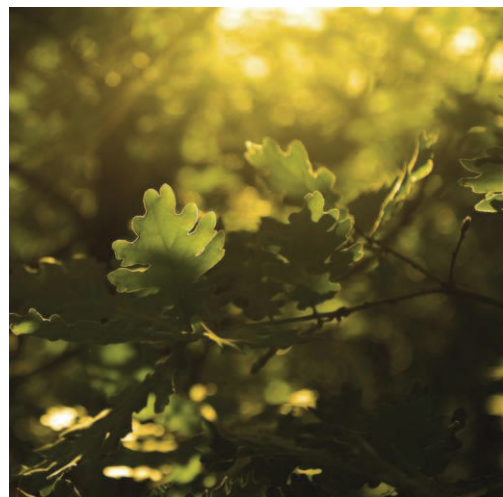
Environmental Issues

Climate Change

4.13 In recent years there has been increasing concern at the increase in extreme weather events and the changes in climate that the county will face. The most recent government predictions have made it clear that over the next few decades Surrey will certainly be affected in many different ways. These changes will bring both threats and opportunities.

4.14 Increased intensity of rainfall will bring threats of flooding and subsidence, adversely affecting transport infrastructure including roads, bridges and the rail network, as will hotter and drier summers. At the same time a warmer climate will provide increased opportunities for tourism destinations and new crops for farmers. Consequently public services and infrastructure will need to change in response to a changing climate, which will be challenging.

4.15 Transport is a major contributor to global climate change. Carbon dioxide emissions from transport in the UK grew by 98% between 1971 and 2001 and transport's share of total emissions is predicted to increase from 24% in 2006 to 30% in 2022 according to the Committee on Climate Change. Acting on transport's role in mitigating against this is an increasing local and national priority.



⁸<http://www.ons.gov.uk/ons/rel/regional-trends/area-based-analysis/commuting-patterns-from-the-annual-population-survey--local-authorities--2010-and-2011/information-about-commuter-flows-data-from-the-annual-population-survey.html>

- 4.16 Between 2005 and 2007 there was a 3% absolute reduction in CO₂ emissions from transport in Surrey and a 5% per capita reduction. Research from 2008 shows an estimate of 2,029 ktonnes for total transport CO₂ emissions and 1.84 tonnes CO₂ per capita. This equates to a 7.8% reduction since 2005 in absolute figures and 10% per capita reduction.
- 4.17 Further information is available in the Climate Change strategy detail of which can be found in Chapter 6 of this document.

Air Quality

- 4.18 Air pollution in the UK harms human health and the environment. Air pollution can have a long-term effect on people's health associated in particular with premature mortality due to heart and lung effects. 143,200 Surrey residents (13.5%) have a long-term illness or health problems. People in Surrey have a high life expectancy and this is improving over time. In the short term, high pollution episodes can trigger increased admissions to hospital and contribute to the premature death of those people that are more vulnerable to daily changes in levels of air pollutants.
- 4.19 Road traffic is a key issue in relation to air quality. Stop start driving conditions and slower vehicle speeds resulting from congestion can lead to higher roadside pollutant concentrations, hence causing greater risks to pedestrians and adjacent residential properties. To date 7 Air Quality Management Areas (AQMAs) have been declared in the borough of Elmbridge in relation to excessive nitrogen dioxide. The main source of these pollutants is traffic. AQMAs have been declared in:

- Esher town centre
- Walton Road, Molesey
- Walton on Thames
- Hampton Court Way, Molesey
- Cobham
- Weybridge
- Hinchley wood

- 4.20 In general, emissions of nitrogen dioxide and fine particulates are reducing partly due to improved European Union (EU) vehicle engine standards. However, there are individual areas that can prove problematic to resolve. Further tightening of EU standards is proposed and will continue to push emissions of these pollutants down for the foreseeable future.
- 4.21 Further information is available in the Air Quality strategy details of which can be found in Chapter 6 of this document.

Safety

- 4.22 Surrey County Council has a number of workstreams to aim to achieve the Surrey Transport Plan objectives to improve road safety and the security of the travelling public in Surrey. The county council works with Surrey Police through the Drive SMART partnership and has adopted a Road Safety Outside Schools policy which recognises that safety of children outside schools is one of the most frequently expressed road safety concerns. More information about these workstreams can be found in section 6 of this document.
- 4.23 The guidance provided in the Road Safety Outside Schools Strategy is intended to help the council remove barriers to safe walking and cycling to school, promoting active travel and helping address congestion. There is no 'one size fits all' measure for road safety outside schools, and the county council will implement improvements on a case by case basis. It is often suggested that introducing 20mph limits or zones outside schools would mitigate safety concerns. However it is not feasible to introduce 20mph limits or zones outside every school. Under the new Road Safety Outside Schools policy the area around a school would be investigated holistically, and measures recommended to the Local Committee for consideration for funding.
- 4.24 In 2013, a total of 493 people were reported as injured in road collisions in Elmbridge. Of these, 3 were killed and 50 were seriously injured. This compares with a total of 5,223 people reported as injured in road collisions in the whole of Surrey -18 of these were killed and 581 were seriously injured.
- 4.25 Over recent years there has been an increase in the number of cyclists seriously injured on Surrey's roads - from 49 in 2008 to 122 in 2012 and this trend is reflected in Elmbridge - from 5 in 2008 to 20 in 2013.

Economic Circumstance

- 4.26 Elmbridge has an extremely busy transport network, but does not suffer congestion to the degree that some metropolitan conurbations do. However, due to this busy nature, congestion does occur during the peak periods and at local hotspots, and rapidly arises when either incidents occur or traffic flow is disrupted. Congestion arises when the level of traffic flow on a road exceeds, or approaches, the available capacity.
- 4.27 Congestion is a significant issue which can affect any route causing problems for drivers, pedestrians and public transport users. For Surrey as a whole, including motorways and trunk roads, the cost of congestion is estimated to amount to about £550 million per annum.
- 4.28 The Congestion Strategy sets out the overall approach to tackling congestion in Surrey, further information on this is available in chapter 6 of this document.
- 4.29 Capacity issues and overcrowding on trains in Surrey have been identified in the Surrey Rail Strategy, particularly on routes into London Waterloo and on the

Brighton Main Line and North Downs Line. Further information is also available in Chapter 6 of this document.

4.30 Parking is seen to influence congestion in three main ways; firstly at a strategic level the availability of parking has a direct influence on modal choice, secondly, in places where there is a high demand for parking, congestion can be exacerbated by queuing at car park entrances and circulating traffic seeking on-street spaces, thirdly, both legal and illegal on-street parking leads to a reduction in the amount of road space available for passing traffic, creates bottlenecks, reduces traffic flow and increases journey times.

4.31 Further information is available in the Parking strategy, described in Chapter 6.

5 Future growth and its impact

5.1 This chapter will look at the future growth expected in the borough of Elmbridge and the impact this may have on the transport network. It will then look at how these impacts can be mitigated against in the future.

5.2 The Core Strategy for Elmbridge sets a target of

- 3,734 additional homes to be provided between 2011 and 2028.
- A net increase in B use class floor space of 16,700 sqm or 0.8 ha for the period 2011-2027.

Table 1: Area housing targets

Area	Housing target 2011-2028
Walton	675-725
Weybridge	625-675
Hersham	350-400
East and West Molesey	475-525
Long Ditton, Thames Ditton, Hinchley Wood and Weston Green	375-425
Esher	250-300
Cobham, Oxshott, Stoke D'Abernon and Downside	575-625
Claygate	50-100

Source: Elmbridge Borough Council Core Strategy, July 2011

Education

5.3 School expansions will be required in Elmbridge over the next five years in order to meet the future need for additional school places. Over the period 2015-2020 six additional forms of entry (30 places per form) are required at primary level, this equates to 1260 more primary places by 2022. In addition SCC needs to create an additional 8 or even 9, forms of entry (FE) at

secondary level. This would be up to another 1350 places by 2023. These projections are updated on a yearly basis.

- 5.4 Schools already identified for expansion are Esher High School 1 FE in 2015; Heathside 1 FE in 2016; Rydens 1 FE in 2016 and then 1 FE in 2017 and the Cobham Free School is committed to adding 1 FE onto its secondary intake. Additional school expansions or a new school to meet the remaining places needed are still to be identified. These expansions will impact on the local transport system and Surrey County Council is currently developing a Transport Strategy for the schools place programme in order to mitigate the transport impacts of school expansions.
- 5.5 For each school expansion a transport assessment is carried out which looks at the transport implications of the planned expansion and identifies appropriate mitigation measures. A school travel plan is also produced or updated to reduce the risk of casualties and encourage sustainable travel. Any identified mitigation measures need to be considered in the context of the forward programme laid out in the annex to this strategy. Similarly as schools are identified the forward programme will be updated to take account of needs arising from expansions and mitigation provided as part of expansions

Electric Vehicles and Supporting Infrastructure

- 5.6 Electric vehicles, or EVs, are cars or vans where the petrol or diesel engine is replaced or supplemented by battery powered electric motors.
- 5.7 Surrey County Council is currently producing an Electric Vehicle Strategy, which is expected to be published mid 2015. More information on the strategy and SCC current guidance can be found in chapter 6.
- 5.8 Surrey County Council has set an ambition to reduce its carbon footprint. One identified cost effective method of reducing the carbon footprint is through encouraging the use of electric vehicles.⁹
- 5.9 To encourage the use and increase the viability of electric vehicles, supporting infrastructure is required e.g. EV charge points. The County Council will seek the provision of electric vehicle charging points with all new developments, as part of the authority's Parking Guidance.
- 5.10 The Surrey Climate Change Strategy which forms part of the Surrey Transport Plan, identifies 'Infrastructure to support use of hybrid/electric vehicles' as a key measure to help address climate change.

⁹ Source: Surrey Transport Plan - Climate Change Strategy, April 2011

Impact on the highway network

- 5.11 In order to understand the likely impacts of the proposed future developments on the highway network a transport assessment was undertaken using the County Transport Model (Surrey County Council, 23 September 2009, Transport Evaluation for Elmbridge Borough Council's Core Strategy: 2026 Transport Assessment Report). The purpose of the assessment was to support the evidence base by assessing the sensitivity of both the Strategic Route Network (SRN) and Local Road Network (LRN), including classified A and B roads, to the likely additional traffic generated by committed and non-committed residential and commercial development as proposed in the emerging Core Strategy. The assessment also identified specific locations which may either require additional infrastructure provision or further investigation to identify possible mitigation measures.
- 5.12 In addition to the 'local' transport assessment, as part of the Surrey Infrastructure Capacity Project (SCIP), the county council has also undertaken a strategic county-wide assessment of the cumulative impacts of all known future development. This development is as proposed in the eleven borough and district councils' emerging Core Strategies, and, in addition, large developments located externally to the county. This ensured that any strategic infrastructure requirements identified could be used to support each borough's need to produce a local Infrastructure Delivery Plan.
- 5.13 Both assessments have identified similar key locations within the borough of Elmbridge which are predicted to experience greater 'transport-related issues' such as increases in journey times and traffic flows resulting in more congestion and hence less reliable journey times. This in the absence of appropriate mitigation might be exacerbated over the Core Strategy plan period. These future priority transport-related issue areas are listed below:
- Esher Town Centre
 - Walton Rail Station and surrounding area
 - East and West Molesey
 - North and South Weybridge including the Brooklands Estate
 - A244 route corridor including Walton Town Centre
 - A245 route corridor (including Cobham High Street and cross boundary with the Borough of Woking)



Mitigating the Impact

- 5.14 The overall conclusions of both the county-wide and local transport assessments suggest that major additional highway capacity infrastructure investment such as motorway widening, or local bypasses is not necessary to meet the demands of future development. However, other types of highway capital schemes for urban areas, at key junctions or other sensitive locations will be required in order to promote and manage the additional demand due to future development. These schemes will not necessarily create additional capacity but will assist in managing or improving journey time reliability.
- 5.15 It is envisaged that the scale of impacts within these identified areas could be managed by implementing a combination of transport strategies and measures contained within the Surrey Transport Plan. The findings of the Elmbridge Transport Assessment only consider the use of the highway network by private and commercial vehicles and do not consider other modes including buses, cycling and walking. They also assume that all development takes place without any improvements being implemented during the course of the plan.
- 5.16 Given the strategic nature of the assessment, modelling limitations and the uncertainty of the size, distribution and land-use of any future planned developments, the interpretation of the likely impacts on both the Strategic Route Network and Local Road Network within this assessment should be treated as broad strategic estimates, and as such further work would be recommended (including complementary analysis using appropriate tools), to assist in the identification of additional transport provision at a more local and detailed level. Figure 1 below uses the difference in free-flow and congested travel times for each road in the morning peak period to highlight current congestion hotspots in the morning peak period.

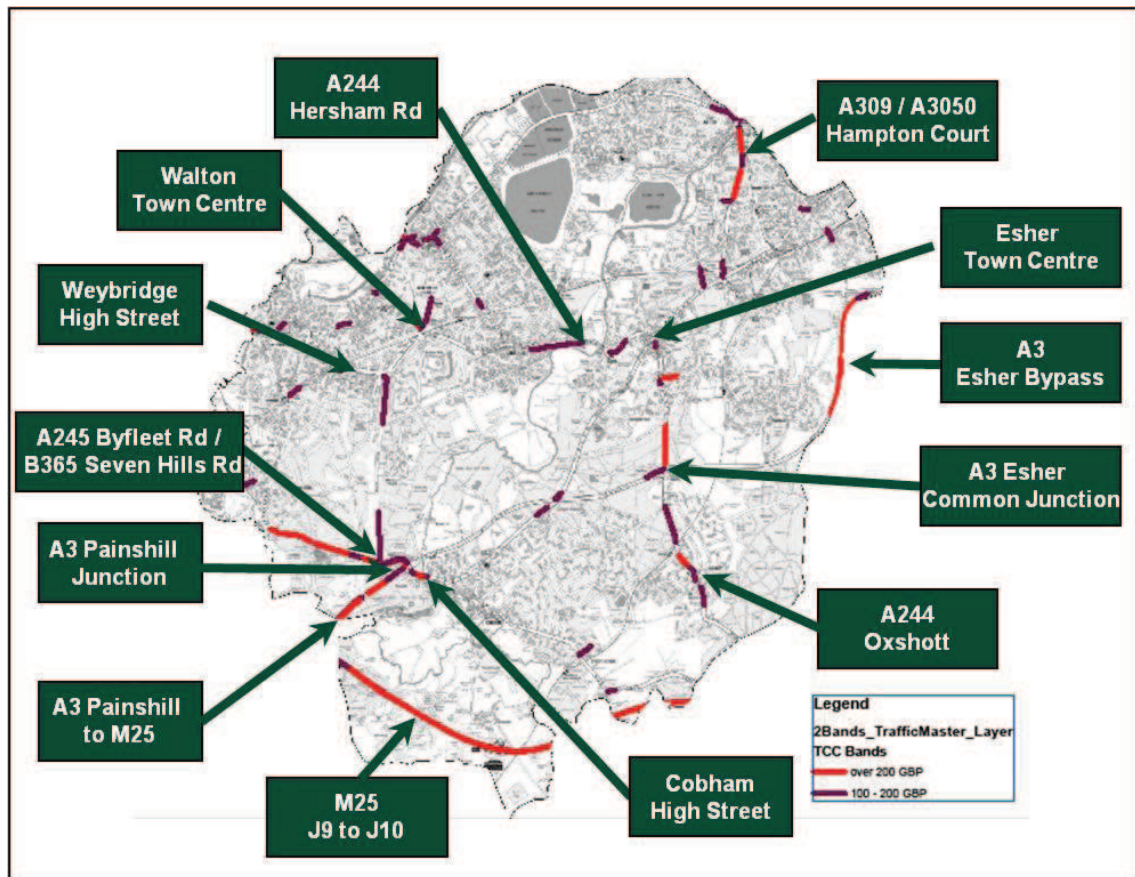
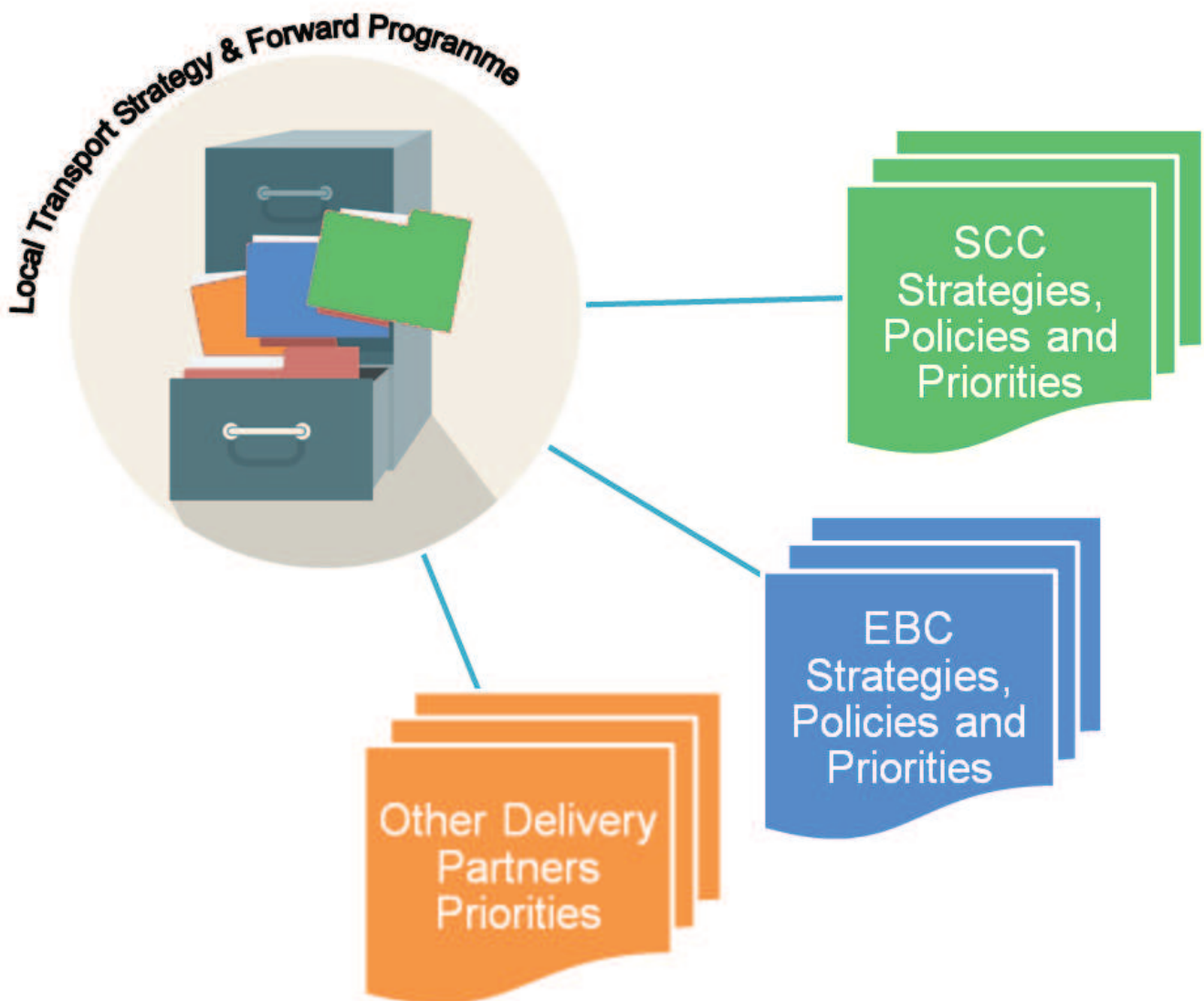


Figure 1 Existing areas with transport-related issues in Elmbridge Source: (Congestion Journey Time Acquisition Monitoring System (CJAMS) DfT 07/08

- 5.17 The remainder of this document sets out how the borough and county councils will work in partnership to manage and mitigate the impact of growth expected in the borough.
- 5.18 The expected growth needs to be mitigated across all modes of transport. Walking, cycling and public transport infrastructure will need to be improved to encourage modal shift; whilst the borough's roads will need to be sufficient to cope with extra demand on the network and ease existing congestion hotspots to help improve and support the economic viability of the borough.

6 Related work streams and projects

- 6.1 This chapter details the many related work streams being carried out by the county council, borough council and other external stakeholders such as the Highways Agency, Network Rail and the Environment Agency. The 'filing cabinet' analogy diagram below shows how transport elements of SCC and EBC strategies fit together in the Local Transport Strategy. This, in the future, may help to provide a mechanism for jointly prioritising and delivering transport schemes to meet the aims and ambitions of both borough and county councils.



Surrey County Council work streams

Surrey Transport Plan Strategies

- 6.2 The strategies are key components of the Surrey Transport Plan, setting out aims and objectives and identifying spending priorities for each area. The strategies will be used to inform the development of programmes for the delivery of schemes on the ground.
- 6.3 There is a flexible web-based approach to the development and review of strategies. The following components have been produced:
- Air Quality
 - Climate Change
 - Congestion
 - Cycling
 - Freight
 - Parking
 - Passenger Transport (Local Bus and Information)
 - Travel Planning
 - Rail

- 6.4 Below is a summary of the Surrey Transport Plan strategies.

Surrey Air Quality Strategy

- 6.5 The [Air Quality Strategy](#) was published in 2011. The strategy covers the effect of the road network on air quality. Road traffic is a major contributor to air pollution in Surrey. The aim of the Air Quality Strategy is to improve air quality on and around the county road network.

Surrey Climate Change Strategy

- 6.6 The [Climate Change Strategy](#) was published in 2011. The strategy covers the carbon emissions arising from the transport network within Surrey. The aim of the strategy is to reduce carbon dioxide emissions from transport in Surrey and manage climate risks posed to transport infrastructure and transport services.

Surrey Future Congestion Programme and the Congestion Strategy

- 6.7 The county council produced a [Congestion Strategy](#) as part of LTP3 in 2011. Building on from this [Surrey Future](#) has developed a [Congestion Programme](#) which sets out the strategic programme for managing traffic congestion on Surrey's road network in support of economic competitiveness and growth. It has been prepared in partnership with Surrey's districts and boroughs, and other stakeholders such as Surrey Connects representing business interests, to provide a shared and agreed vision for managing congestion on Surrey's road network. The programme builds on the Congestion Strategy in the Surrey Transport Plan (LTP3).
- 6.8 The Congestion Programme summarises the main transport challenges in Elmbridge Borough as; major congestion on approaches to town centres, in the

town centres themselves and poor sustainable transport facilities (including pedestrian, cycle and bus) in some areas.

- 6.9 The Congestion Programme highlights the huge economic impact of congestion on the economy; congestion on Surrey's road network has been calculated to cost the UK economy £550 million every year¹⁰. Strategic congestion hotspots are identified¹¹ and a programme of interventions¹² is proposed for 2015-2019.

"...a true Olympic legacy would see every child in Surrey learning to ride a bike, and being able to do cycle safely to school. It would mean that many more of our residents cycle for transport and leisure, reducing congestion and reliance on cars and reaping the considerable health and economic benefits this brings. And it would mean that people without access to a car can travel safely and affordably around the county...."

Surrey Cycling Strategy Consultation Draft

Surrey Cycling Strategy

6.10 Surrey's [Cycling Strategy](#) was published in March 2014. The strategy covers cycling as a means of transport, leisure and as a sport, setting out our aim for cycling in Surrey for the period to 2026. One of the aims of the Cycling Strategy is to develop Local Cycling Plans for each district and borough as appropriate. These will be incorporated into future versions of each of the district/borough Local Transport Strategy and Forward programmes.

Surrey Freight Strategy

- 6.11 Surrey's [Freight Strategy](#) is another of the strategies in the Surrey Transport Plan. Due to the location of Surrey; bordering London, bordering counties with a European link like Kent and being in close proximity to Gatwick and Heathrow airports a large number Heavy Goods Vehicles (HGVs) pass through the county's roads. The relative affluence of the county also means that there is a demand from the residents for goods to be delivered also increasing the amount of HGVs within the county. The aim of the freight strategy is to assist the effective transportation of goods whilst minimising the impact of HGVs on the environment and residents.

Surrey Parking Strategy

- 6.12 The [Parking Strategy](#) has been developed by the county council. As a county Surrey has an above average level of car ownership coupled with severe congestion in several areas. This can be influenced by parking provisions and regulations.

¹⁰ Source: Congestion Programme Consultation Draft March 2013, Executive Summary

¹¹ Surrey Congestion Programme, Consultation Draft March 2013, Annex 2

¹² Source: Congestion Programme Consultation Draft March 2013, Table 1

- 6.13 Guidance for the integration of Electric Vehicle charging points had been established for new developments. Guidance for the new charging points can be found [here](#).
- 6.14 Surrey County Council are currently developing an Electric Vehicle Strategy which is expected to be published 2015. This strategy will outline how Surrey County Council and the 11 boroughs and districts will improve on electric vehicle infrastructure to promote and increase the use of more energy efficient modes of transport such as electrically powered private motor vehicles. It is expected that guidance on the integration of infrastructure for electric vehicles will change to reflect advances in technologies for fast and rapid charging points.

Surrey Passenger Transport Strategy

- 6.15 Surrey's [Passenger Transport Strategy: Part 1- Local Bus](#) was published in April 2011. The strategy covers local buses as a means of transport setting out the aims for bus travel in Surrey for the period to 2026. The main aim the Strategy is to deliver and maintain an effective, safe and sustainable bus network in Surrey.
- 6.16 [Part 2- Information](#) aims to promote a shift towards sustainable modes of travel, promote equality of opportunity by publicising passenger transport options, improve passenger transport information and improve confidence in passenger transport reliability.

Surrey Travel Planning Strategy

- 6.17 The [Travel Planning Strategy](#) has the aim of providing travel-planning measures to schools and workplaces within Surrey to help them to make informed travel choices. The objectives set out to achieve the aims are based on the two aforementioned areas; schools and workplaces.

Surrey Rail Strategy

- 6.18 [Surrey Future](#) has also produced the [Surrey Rail Strategy](#). The objective for the strategy was to ensure that the county has the rail infrastructure needed for sustainable economic growth and identify proposals that partners in Surrey can plan and deliver. These proposals have been identified in consultation with the rail industry, business, boroughs and districts and other partners.

What is Surrey Future?

Surrey Future brings together Surrey's local authorities and business leaders to agree the investment priorities to support the county's economy.

Surrey Future builds on existing and emerging local plans to manage planned growth sustainably, attract new businesses to the county and retain existing ones.

The initiative supports the aims of the local enterprise partnerships covering Surrey: Enterprise M3 and Coast to Capital.

More information at:

<http://www.surreycc.gov.uk/surreyfuture>

6.19 The proposals relevant to Elmbridge covered within the Rail Strategy are summarised below:

- Train lengthening schemes on the South West Main Line.
- Support the Crossrail 2 regional scheme which has the potential to increase capacity on the South West Main Line by 40 percent at peak times.
- Work with Network Rail to support the effective use of committed funding to deliver capacity improvements at London Waterloo.
- Lobby for additional train lengthening on the South West Main Line, particularly its inclusion in the next South Western franchise specification.

Surface Access to Airports Study

6.20 Surrey Future is proactively engaging with the Airports Commission (also known as the Davies Commission) on future airport capacity. The Congestion Programme and Rail Strategy highlight surface access to airports as an issue. A further study was then undertaken ([Surrey Rail Strategy: Surface Access to Airports Study](#)) to consider transport infrastructure improvements needed to address both existing surface access issues and potential improvements needed in the event of additional runway capacity at Heathrow and/or Gatwick. The study highlights the overall key issues and challenges for surface access to Heathrow and Gatwick Airports from Surrey and identifies development objectives for surface access in Surrey.

Schools Place Programme

6.21 Surrey County Council's [Schools Place Programme](#) aims to meet the future need for additional school places across the county. More than 12,000 primary places are required between 2014 and 2018, while an additional 5,000 secondary places are being planned by 2018. It is essential to plan for this growth in school places in terms of transport in order to mitigate the impacts. The transport strategy aims to maximise the choices available to children as to how they travel and to minimise the impact of school growth on local residents and businesses.

6.22 The Transport Strategy for Surrey's Schools Place Programme is currently in draft; it is intended to be adopted by the county council under the Surrey Transport Plan later in 2015.

Maintenance

6.23 Surrey County Council has identified the worst 10% of its network and is currently delivering an innovative 5 year maintenance programme, [Operation Horizon](#), which will ensure the Surrey network is fit for purpose.

6.24 In February 2013, SCC Cabinet approved the ambitious maintenance programme. Operation Horizon will deliver a programme with total investment

of nearly £120m to replace the worst 500km (10%) of Surrey roads. The five year Horizon project (year one) commenced in April 2013.

- 6.25 For Elmbridge in particular, the [new programme](#) will result in £9m being invested in the local road network and will enable 45km of road (11% of local network) to be reconstructed.

Public Health

- 6.26 Surrey County Council is responsible for a number of [public health](#) functions. The Public Health service works across a number of key areas of health improvement and protection for the population of Surrey. Public health provides expert advice and evidence and has been consulted in the preparation of this strategy. Transport related aspects of health which have been considered in Elmbridge are:-

- Air Quality- Most air pollution in Surrey is caused by motorised transport. Air pollution has an impact on health in many ways. Long term exposure to particulate air pollution affects mortality from cardiovascular and respiratory conditions, including lung cancer.
- Road Safety- In 2012, 49.2 residents in Surrey per 100,000 population (crude rate) were killed or seriously injured on the roads. Unintentional injury is the leading cause of death for 0 -14 year old children in Surrey, almost half of these are due to transport injury.
- Physical Activity- Increasing opportunities for walking and cycling as a means of transport is one way to increase overall levels of physical activity and therefore increasing opportunities to elicit the health benefits associated to being physically active.
- Obesity- Active travel has a significant impact on physical activity, which in turn impacts on the prevalence of obesity and overweight. Over a quarter of Surrey's children are overweight or obese by the time they are 10-11 years old. More than 1 in 5 adults are obese.
- Community Cohesion- Transport has the ability to divide and isolate communities, as well as bring them together. Increasing the number of people of all ages who are out on the streets, through active travel makes public spaces seem more welcoming and providing opportunities for social interaction and provides an opportunity for everyone to participate in and enjoy the outdoor environmentⁱ.
- Noise pollution -can adversely affect mental health, the cardiovascular system and school performance in children.

Safety

- 6.27 One of the aims of the Surrey Transport Plan is to improve road safety and the security of the travelling public in Surrey. In order to achieve this objective, Surrey County Council works with Surrey Police through the [Drive SMART](#)

partnership with the aim to reduce road casualties, tackle anti-social driving and make the county's roads safer for everyone. The partnership produced a [strategy](#) in 2011 which includes a number of measures or interventions by which Drive SMART seeks to address road safety issues in Surrey.

The county council adopted a [Road Safety Outside Schools](#) policy in June 2014, which recognises that safety of children outside schools is one of the most frequently expressed road safety concerns, identifying the high level of vehicle, pedestrian and cyclist activity outside schools at drop-off and pick-up times as a cause of congestion and safety concerns and provides guidance on how the county council will respond to concerns.

Elmbridge work streams

- 6.28 The Elmbridge Borough Council [Core Strategy](#) (adopted July 2011) has been influential in developing the Local Transport Strategy and Forward Programme.
- 6.29 The Elmbridge Core Strategy Development Plan Document (DPD) is the main document in the Borough Council's Local Development Framework (LDF). It sets out a plan for the future development of the Borough in the period 2011 to 2026. Its role is to provide a delivery strategy to deal with particular challenges and issues that have been identified as locally important. The Core Strategy co-ordinates the delivery of development and accompanying infrastructure
- 6.30 As part of the new SCC Cycling Strategy an 'Elmbridge Cycle Action Plan' will be developed. This will include a list of proposed cycling schemes for the borough. The main priorities will be to provide cycle routes that link neighbouring communities and communities to their local services. This will be a main driving force behind cycle improvements in the borough.
- 6.31 Elmbridge Borough Council is developing an Air Quality Action Plan which will work towards air quality objectives for the borough.

External work streams

Network Rail Wessex Route Study

- 6.32 Network Rail's [Summary Route Plan](#) for the Wessex Route document sets out the relevant outputs, activity and expenditure at route level to achieve the specified outputs for Control Period 5(CP5). The plan also forecasts the long-term activity and expenditure required to manage and maintain a sustainable network.
- 6.33 The existing CP4 recognises that flat junctions are causing capacity constraints and affecting performance, especially at Woking, limiting train timetable slots, single track sections restricting capacity and platform lengths limiting train length on other areas of the passenger network.
- 6.34 Any other relevant external workstreams will be added to this section as and when appropriate.

7 Places in Elmbridge

- 7.1 The section below outlines the different areas across Elmbridge, presenting the key transport network at each location and identifying a number of problems which currently exist in these areas.
- 7.2 The borough of Elmbridge has several distinct settlement areas. The main settlement areas are outlined below including the issues and challenges facing the transport network. Potential solutions will be based on the problems identified and/or will be related to any development coming forward in the area.
- 7.3 We have stated solutions where these are known, planned or aspired to. Where this has not always been possible, the issues and problems stated will serve to guide future solutions for each area, acting as an evidence base.
- 7.4 More details of the schemes described here can be seen in the accompanying Annex, including indicative timeframes for potential start dates and anticipated costs and funding sources, where known.

Walton upon Thames

- 7.5 Population: 24,000
- 7.6 Walton-on-Thames is the largest settlement in the borough with nearly 12,000 dwellings and is an important retail and commercial centre. It has seen significant growth in recent years and is likely to see further 180-380 additional homes to be delivered up to 2026.



- 7.7 It has one of the two bridges crossing the River Thames into the borough and is a key crossing point for traffic travelling to and from the M3 to the north. This can cause peak time congestion on a number of sections of the road network including:
- A3050 Walton town centre
 - A244 New Zealand Avenue
 - A244 Hersham Road
 - A3050 Oatlands Drive.

- 7.8 Traffic congestion within the town centre has led to a decline in air quality on the High Street due to vehicular air pollution.
- 7.9 The town centre has good public transport links. Walton upon Thames railway station provides services to London Waterloo with journey times of approximately 25 minutes. The station is the second busiest in Elmbridge in terms of passenger with approximately 2.4 million entries, exits and interchanges in 2013¹³.
- 7.10 However, there are poor parking facilities and poor accessibility from the town centre to the railway station (roughly 1.1 miles) for pedestrians and cyclists. There are also regular bus services to nearby towns Weybridge, Shepperton, Hersham, Molesey and Kingston upon Thames.
- 7.11 The Thames towpath forms part of National Cycle Route 4 and is the most important route for cyclists in the borough. The surface, however, is in parts need of major improvement.
- 7.12 Current problems and issues include:
- High traffic volumes causing traffic congestion.
 - Air quality is poor within the town centre and as a result the area has been designated as an Air Quality Management Area (AQMA).
 - Safety issues on the A244 corridor (junction with Seven Hills Road).
 - Poor pedestrian and cyclist accessibility from the railway station to the town centre and a lack of cycle parking at railway station.
 - Bus service unreliability due to traffic congestion within the area.

Potential solutions

- 7.13 There are a number of proposed schemes in Walton upon Thames and the surrounding area to address the issues identified. Details of the schemes can be found in the Annex.
- Potential solutions will be based on the problems identified and/or will be related to any development coming forward in the area.
 - Analyse A244 to assess the impacts of the completed Walton Bridge to propose solutions to issues.
 - Improvements to the accessibility of Walton Station including cyclist and pedestrian routes and increased cycle parking.
 - Quality bus corridor improvements to give bus priority at signals and improve bus stop accessibility.

¹³ ORR. (2013) Station usage data

Weybridge

Population: 21,000

- 7.14 Weybridge is the second largest settlement in the borough and contains the majority of the borough's businesses.



- 7.15 The A317 runs through the town centre, carrying traffic to and from the M25, with a section of the high street designated as an AQMA.

- 7.16 A number of strategic business sites lie just outside of the town including Brooklands Wintersells Industrial Parks, the Heights business park and a large out of town Retail Park.

- 7.17 Weybridge railway station is located in the south of the town. The station is the busiest in Elmbridge in terms of passengers with approximately 2.95 million entries, exits and interchanges in 2013¹⁴.

- 7.18 Access to the station from the High Street is by the B374 Heath Road which provides access to the A245. This section of the B374 currently suffers from peak time congestion.

- 7.19 The railway station lies on the South Western Mainline providing frequent services to London Waterloo, Woking and Basingstoke.

- 7.20 Current problems and issues include:

- Poor air quality resulting in Weybridge High Street has being designated an Air Quality Management Area.
- Access to Weybridge station for all modes is poor from the town centre and to Brooklands. There is no cycle route between the railway station and town centre.
- Insufficient cycle parking in town centre.
- Traffic congestion in the town centre and on the A317 and B374 Heath Road.
- Safety issues on Byfleet Road (junction with Seven Hills Road).
- Bus corridors in need of upgrading to make services more reliable.

¹⁴ ORR. (2013) Station usage data

7.21 Potential solutions

7.22 There are a number of proposed schemes in Weybridge and the surrounding area to address the issues identified. Details of the schemes can be found in the Annex.

- Potential solutions will be based on the problems identified and/or will be related to any development coming forward in the area.
- A package of schemes to improve access to and around Weybridge station for all users. Pedestrian and cycling proposals in the short term.
- Byfleet Road speed management measures.
- Quality bus route improvements on the 459 and 461 routes.

Esher

7.23 Population: 6,500

7.24 Esher is one of the smaller settlements within the borough containing nearly 2,900 dwellings. The town is an important local retail and commercial centre with low office vacancy rates.

7.25 Within the town centre, two major routes intersect the A307 Portsmouth Road taking through traffic to the A245 and local centres and A244 Lammas Lane to through traffic to the A3. The meeting of these two major routes leads to significant levels of congestion within the town centre and has led to the designation of an AQMA.



7.26 The town is home to Sandown Park Racecourse where race days also put additional pressure on the road network within the town.

7.27 The railway station is located outside of the town centre and there are poor bus services connecting the town and the station. The railway station provides services to London Waterloo via Weybridge. There were over a million entries, exits and interchanges at Esher station in 2013¹⁵.

¹⁵ ORR. (2013) Station usage data

7.28 Platform extensions have been built at the station to accommodate longer trains which will increase capacity on the line to meet the expected increase in demand.

7.29 Current problems and issues include:

- High traffic volumes leading to congestion for example the A244 Oxshott Road to A3¹⁶.
- Vehicular air pollution is the primary cause of poor air quality.
- Esher High Street has been designated an Air Quality Management Area.
- Poor public transport and pedestrian and cyclist accessibility connecting the railway station and the town centre.
- Parking provision in Esher can be an issue, particularly on race days. There is insufficient cycle parking in and around the High Street.
- Lack of facilities for cyclists along the High Street.
- Lack of pedestrian crossings around area .

7.30 Potential solutions

7.31 There are a number of proposed schemes in Esher and the surrounding area to address the issues identified. Details of the schemes can be found in the Annex.

- Potential solutions will be based on the problems identified and/or will be related to any development coming forward in the area.
- An Esher Transport Study will find solutions to relieve congestion in Esher.
- Pedestrian and cyclist accessibility and safety schemes to encourage sustainable travel modes and improve air quality.
- Real Time Passenger Information at bus stops in Esher town centre.
- Pedestrian crossings on Millbourne Lane, around the local schools.

Hersham

7.32 Population: 12,500

7.33 Hersham is located in the centre of the borough and to the west of Esher.

7.34 Within the centre, the A244 runs through the centre providing access to the A317. The A3 is located to the south of the settlement area.

¹⁶ Surrey Congestion Programme <http://www.surreycc.gov.uk/environment-housing-and-planning/development-in-surrey/surrey-future/congestion-programme>

7.35 The railway station is located away from the centre to the far northwest of the settlement area. The railway station is on the South West mainline and connected to London Waterloo and Guildford.

7.36 Current problems and issues include:

- High traffic volumes leading to congestion at Sir Richard's Bridge (near Walton-on-Thames railway station)
- Poor public transport and pedestrian and cyclist accessibility connecting the railway station and the village centre
- Intermittent cycling facilities along the A244 corridor
- Traffic congestion at peak times around local schools.

7.37 Potential solutions

7.38 There are a number of proposed schemes in Hersham and the surrounding area to address the issues identified. Details of the schemes can be found in the Annex.

- Potential solutions will be based on the problems identified and/or will be related to any development coming forward in the area.
- Improvements to pick up and drop off points and schools and to Sir Richards Bridge to reduce congestion.
- Pedestrian accessibility ramps and pedestrian and cycling improvements from the village centre to the railway station.



East & West Molesey

7.39 Population: 13,000

7.40 The settlement area borders Greater London. It borders the London boroughs of Kingston and Richmond.

7.41 The settlement supports two substantial employment areas - Molesey Industrial Estate and Imber Court Trading Estate.

7.42 Hampton Court Palace World Heritage Site is located opposite Bridge Road local centre increasing the volume of traffic in the area.

- 7.43 The main railway station for the settlement area is Hampton Court station which was the third busiest in the borough in terms of passengers in 2013¹⁷. The station provides access to London Waterloo and is located on the South West mainline
- 7.44 B369 Walton Road and Hampton Court Parade have been designated as AQMAs.
- 7.45 The A309 runs to the east of the settlement area via Hampton Court Bridge.
- 7.46 Current problems and issues include:
- High traffic volumes leading to congestion for example the A309/A3050 to Hampton Court¹⁸
 - Walton Road has been designated an Air Quality Management Area
 - Poor accessibility for all modes connecting the railway station and the settlement centre
 - Poor integration between rail services and bus services from Hampton Court Station. Limited parking availability
 - Perceived road safety issues around local schools
 - Lack of cycle parking in East Molesey
 - Poor cycling facilities along Riverbank for cyclists following National Cycle Route 4
- 7.47 Potential solutions
- 7.48 There are proposed schemes in East and West Molesley and the surrounding area to address the issues identified. Details of the schemes can be found in the Annex.
- Potential solutions will be based on the problems identified and/or will be related to any development coming forward in the area.
 - Improvements to pedestrian and cyclist routes.
 - Quality bus corridor enhancements.
 - Improvements to road safety around schools.

¹⁷ ORR. (2013) Station usage data

¹⁸ Surrey Congestion Programme <http://www.surreycc.gov.uk/environment-housing-and-planning/development-in-surrey/surrey-future/congestion-programme>

Thames Ditton, Long Ditton, Hinchley Wood and Weston Green

- 7.49 Population: 21,000
- 7.50 The settlement area borders Greater London. It borders the London boroughs of Kingston and Richmond.
- 7.51 The principal roads within the settlement area are the A309 Hampton Court Way, A307 Portsmouth Road and the A3 accessed to the east of Hinchlev Wood.
- 7.52 The settlement area has two railway stations - Hinchley Wood and Thames Ditton. These stations, in contrast to other stations within the borough, are more centrally placed. Long Ditton has limited buses serving the local area. Car parking within Hinchley Wood is limited and may impact upon the vitality of the local centre. Hinchley Wood By Pass has been designated as an AQMA.
- 7.53 Current problems and issues include:
- High traffic volumes leading to congestion for example along the A309 on the approach to Hampton Court.
 - Vehicular air pollution is primary cause of poor air quality
 - Hinchley Wood bypass has been designated an Air Quality Management Area
 - There is poor accessibility for cyclists and pedestrians within the settlement area.
 - There are limited bus services serving the settlement areas
 - Limited parking provision in Hinchley Wood local centre.
- 7.54 Potential solutions
- 7.55 There are proposed schemes in the Thames Ditton, Long Ditton, Hinchley Wood and Weston Green areas to address the issues identified. Details of the schemes can be found in the Annex.
- Potential solutions will be based on the problems identified and/or will be related to any development coming forward in the area.
 - Quality bus corridor improvements on the K3 and 514 routes.
 - Improved pedestrian safety and accessibility around schools.

Claygate

7.56 Population: 7,000

7.57 Claygate is a small suburban village located to the south of Hinchley Wood.

7.58 The railway station is located to the west of the settlement area and provides services to London Waterloo and is accessed from the village centre by Hare Lane.

7.59 The settlement area is bounded to the south by the A3.

7.60 Bus services serving the area are frequent and provide access to Kingston, Esher and Roehampton Vale.

7.61 Limited parking provision within the village centre for visitors to Claygate.

7.62 Current problems and issues include:

- Poor cyclist accessibility to the railway station.
- Limited parking provision issues within the village centre.

7.63 Potential solutions

7.64 There are proposed schemes in Claygate and the surrounding area to address the issues identified. Details of the schemes can be found in the Annex

- Potential solutions will be based on the problems identified and/or will be related to any development coming forward in the area.
- Quality Bus corridor Improvements.
- Cycle network improvements around Claygate.
- Pedestrian and cyclist safety improvements.



Cobham, Oxshott, Stoke D'Abernon & Downside

7.65 Population: 19,000

7.66 These settlement areas are located in the south of the borough and are separated from the rest of the borough by the A3. Cobham is the largest of the settlement areas followed by Oxshott.

7.67 The principal road network within the settlement is the A3 to the north of Cobham centre, the A245 bisecting the southern part of the local centre, the A244 bisecting Oxshott and the M25 located to the south of Cobham.

7.68 The settlement area has two railway stations - Stoke D'Abernon and Oxshott providing frequent services to London Waterloo.

7.69 Key facilities in the area are accessible by public transport however bus services to Epsom hospital are limited. Other hospitals serving the area include Kingston Hospital and St John's.



7.70 Poor cyclist and pedestrian access between Cobham town centre and the railway station a distance of about 1.5 miles.

7.71 Cobham High Street has large volumes of traffic leading to congestion and the area has been designated as an AQMA. This emphasises the importance of improving sustainable transport facilities within the town.

7.72 Current problems and issues include:

- High traffic volumes leading to congestion for example the A245 Byfleet Road junction with B365 Seven Hills Road¹⁹.
- Traffic congestion on the A3 at the Painshill junction although outside Cobham, impacts the area.
- Poor accessibility cyclist and pedestrian accessibility routes linking town centre and railway station.

¹⁹ Surrey Congestion Programme http://www.surreycc.gov.uk/__data/assets/pdf_file/0009/546309/Congestion-Programme-FINAL.pdf

- Limited bus services serving the settlement areas. There are currently limited services to Epsom Hospital.
- Traffic congestion impacting Cobham High Street leading to poor air quality in the vicinity and the designation of an AQMA

Potential solutions

7.73 There are proposed schemes in the Cobham, Oxshott, Stoke D'Abernon and Downside areas to address the issues identified. Details of the schemes can be found in the Annex.

- Potential solutions will be based on the problems identified and/or will be related to any development coming forward in the area.
- A245 speed management measures.
- Scheme to improve cycle and pedestrian access to rail stations
- Quality bus corridor and bus priority improvements.
- Schemes to improve pedestrian and cyclist accessibility and safety.

8 Forward Programme, Funding and Delivery

- 8.1 This chapter outlines the scope and purpose of the Forward Programme and the potential funding and delivery mechanisms that will be used should schemes from the programme be brought forward for implementation.
- 8.2 To allow provision of an effective, reliable, safe and sustainable transport network in support of economic growth and carbon reduction, a balanced programme of maintenance and integrated transport schemes is required. Additionally, the opportunity to secure alternative funding to the Surrey Transport Plan will be compromised, unless it provides a balanced strategy and programme that contains integrated transport schemes as well as maintenance schemes.

The forward programme (see annex)

- 8.3 The Forward Programme has been designed to meet the objectives of the Local Transport Strategy by including schemes to tackle existing problems, as well as schemes designed to mitigate the impact of new development. In this way, the opportunity to attract developer funding can be maximised.
- 8.4 The programme identifies short, medium and long term schemes and packages of measures which seek to deliver improvements in line with the objectives in section 2 and identified problems and issues. These are grouped at various spatial levels:
- Borough wide - the principal road and rail networks
 - Settlement areas as defined through the borough's Settlement ID Plans
- 8.5 The value and status of schemes has been defined as:
- local schemes valued less than £250,000,
 - intermediate schemes valued between £250,000 and £2 million;
 - major schemes valued at £2 million or above.
- 8.6 The schemes included in the forward programme are largely schemes which require funding from different sources and hence will generally be beyond the scope of local committee capital funding. A full schedule of all local improvement schemes can be found in the relevant Local Committee report for the area (usually published for the December of each year).
- 8.7 In general, the schemes are not intended to provide additional network capacity but seek to manage the existing network and provide more sustainable transport choices. The overall mix and scale of schemes is considered necessary to support sustainable economic development and planned growth.
- 8.8 The Forward Programme includes the purposes of each scheme or package of measures, delivery stage, estimated costs, potential funding sources, estimated start dates, scheme status and how it meets the local and strategic objectives.

8.9 The delivery stages are defined as:

- Scheme identification – the need for a scheme is identified, initial drawings may have been produced
- Identification and assessment of options – outline design of scheme options has been/is being produced
- Preferred route and statutory processes – preliminary design of preferred option
- Detailed design – scheme is designed to allow and instruct construction
- Construction – scheme is fully designed and works have begun on site.

8.10 The Forward Programme will be revised on a yearly basis by the Local Committee to take account of available funding and to ensure:

- There are no other more effective alternative options available which address the impacts of growth and policy objectives
- Delivery is on track with necessary feasibility design and design work progressing for priority schemes.

Funding

8.11 The estimated cost of schemes identified in the forward programme is provided in the annex. The actual future costs will depend on the precise schemes brought forward and each scheme will require a detailed feasibility study.

8.12 The availability of funding will also depend on a number of factors. Nevertheless the cost of the schemes identified is reasonably in line with potential funding over the first five years of the strategy. Beyond the first 5 years scheme costs and possible funding sources become increasingly difficult to estimate.

8.13 Potential funding for schemes could be a combination of:

- Developer contributions through Section 106 agreements and the Community Infrastructure Levy (CIL)
- Capital funding by the county council (government grants such as the Local Transport Plan (LTP) allocations, Local Sustainable Transport Fund (LSTF) and major schemes funding available from 2015 from designated Local Transport Bodies
- County council capital funding allocated for more strategic schemes by the Elmbridge Local Committee



ITEM 5

Elmbridge Local Transport Strategy & Forward programme

- Capital funding by the borough council
- Capital funding from the EM3 Local Enterprise Partnership. A number of schemes have been submitted by the county council to the LEP for consideration in their strategic economic plan.

8.14 Funding for the schemes identified/proposed in the strategy is likely to come from a combination of the sources described above. More detailed information on funding can be [here](#).

Delivery

8.15 The Local Committee will use its capital programme and local knowledge to drive more local scheme delivery in the short term within the context of local objectives. The Local Committee will also drive priorities in the medium and longer term and consider contributing to more strategic intermediate schemes through funding feasibility work or even contributing to the overall cost, perhaps spread over a number of years.

8.16 Major schemes will be funded through bids to the local transport body and overseen by the Surrey Future partnership.

8.17 The delivery body will generally be the county council sometimes in partnership with others such as the Borough Council and private bus operators. The delivery body for the rail network and services will be Network Rail and relevant train operators.

8.18 Each scheme will require a detailed feasibility study and the actual costs will depend on the precise schemes brought forward. The availability of funding will also depend on a number of factors.

8.19 We recognise that schemes in forward programme may be subject to the Environmental Impact Assessment (EIA)²⁰ or the Habitats Regulations process²¹. This will be dependent on scheme specifics. At the appropriate stage of scheme feasibility we would seek to:

- Obtain EIA screening opinion from relevant planning authority
- Clarify the planning position relevant to the scheme



²⁰ EU Directive (2011/92/EU); Town and Country Planning (EIA) Regulations 2011

²¹ EU Habitats Directive (92/43/EEC)

- Consider archaeological impacts of the scheme by consulting English Heritage and the county archaeologist
- Consider any flooding impact of the scheme by consulting the Environment Agency and the lead local flood authority
- Consider an ecology impacts of the scheme by consulting the county ecologist
- Consider any landscape impacts of the scheme, by consulting the county landscape architect

Glossary

Term	Description
Air Quality Management Area (AQMA)	An identified area where current, and likely future, air quality is unlikely to meet the Government's national air quality objectives.
Bus operator	Bus services are operated either commercially (without any external funding) or under contract to Surrey County Council.
Community Infrastructure Levy (CIL)	The Community Infrastructure Levy is a new levy that local authorities can charge on new developments in their area. The charges are set by the local council based on the size and type of the new development. The money raised from the Community Infrastructure Levy can be used to support development by funding infrastructure that is needed to mitigate the impact of development.
Capital funding	Money spent on the purchase or improvement of fixed assets such as buildings, roads and equipment.
Coast to Capital (C2C)	The Local Enterprise Partnership of which the easternmost Surrey districts and boroughs are part. More information at: http://www.coast2capital.org.uk/
Congestion Programme	The Surrey Future Congestion Programme sets out a strategic programme for managing traffic congestion on Surrey's road network to support economic competitiveness and growth produced in partnership by the Surrey Future Partnership comprising of Surrey's local authorities and business leaders.
Control Period 4/5/6	5 year periods by which Network Rail is regulated by the Office of Rail Regulation CP4: 2009-2014; CP5: 2014-2019; CP6: 2019-2024 ²²
Cycling Strategy (2014-2026)	The Surrey Cycling Strategy is a component strategy of the Local Transport Plan
Scheme delivery stages (see Annex): 1. Scheme Identification 2. Identification and assessment of options 3. Preferred route and statutory process 4. Detailed design 5. Construction	The need for a scheme is identified; initial drawings may have been produced. Outline design of scheme options has been/is being produced. Preliminary design of preferred option. Scheme is designed to allow and instruct construction. Scheme is fully designed and works have begun on site.

²² Ove Arup 'Surrey Rail Strategy Report' (September 2013)

Term	Description
Department for Transport (DfT)	Government department responsible for transport matters in England and those not devolved in Wales, and Northern Ireland.
Enterprise M3	The Local Enterprise Partnership of which the westernmost Surrey districts and boroughs are part. More information at: http://www.enterprisem3.org.uk/
Intermediate scheme	Infrastructure scheme estimated to cost between £250,000 and £2 million.
Local Enterprise Partnership (LEP)	A voluntary partnership between local authorities and businesses formed in 2011 by the Department for Business, Innovation and Skills to help determine local economic priorities and lead economic growth and job creation within its local area
Local Sustainable Transport Fund (LSTF)	A total of £560 million was originally made available through the Local Sustainable Transport Fund (LSTF) to enable the department to fund a number of high quality bids. Funding was topped up with a further £40 million to £600 million in 2012 to accommodate approval for a greater number of bids (with local contribution being provided by local authority partners). In total, the Department for Transport awarded funding to 96 packages to 77 authorities to deliver their schemes between 2011 and 2015.
Local Transport Body (LTB)	Local Transport Bodies are voluntary partnerships between Local Authorities (LAs), Local Enterprise Partnerships (LEPs) and other organisations if appropriate that are in charge of the devolved funding for local major transport schemes from the Department of Transport
Local Transport Plan (LTP3)	Under the Transport Acts 2000 and 2008, every local transport authority in the country has to publish a Local Transport Plan (more commonly known as the LTP). The LTP sets out an integrated transport strategy for the area and outlines proposals for the future.
Minor scheme	Scheme cost is less than £250,000
Major scheme	Infrastructure scheme estimated to cost in excess of £2 million
Office of Rail Regulation	The Office of Rail Regulation is the independent safety and economic regulator for Britain's railways.

Term	Description
Primary Route Network	The primary route network (PRN) designates roads between places of traffic importance across the UK (known as primary destinations), with the aim of providing easily identifiable routes to access the whole of the country. The PRN consists of motorways, trunk roads and certain other A roads.
Quality Bus Corridor	A strategic bus route that is improved to encourage more people to use buses. This will include measures to make buses more reliable, and more convenient for users and non-users. These measures may include traffic signal priority for buses, high quality passenger facilities, electronic passenger information and strong marketing, together with safe pedestrian routes to the bus stops
Real time passenger information (RTPI)	Real Time Passenger Information (RTPI) is a system that provides members of the public with live bus arrival information and enables bus operators to manage their daily operation and performance of bus services more effectively. RTPI complements other passenger transport initiatives and schemes to make travelling by bus a reliable and attractive alternative to less sustainable travel. The RTPI system in Surrey operates in partnership with bus operators to provide live bus information on electronic displays at bus stops, and with access to the information through the internet and mobile/smartphone channels.
Scheme delivery timescales (see Annex) Short term Medium term Long term	Timescale for start of construction 0-2 years from now, see Annex for given years Timescale for start of construction between 3 and 6 years from now, see Annex for given years Timescale for start of construction 6+ years from now, see Annex for given years
Section 106 (S106)	Planning obligations are created under Section 106 of the Town and Country Planning Act 1990. They are legally binding obligations that are attached to a piece of land and are registered as local land charges against that piece of land. Planning obligations enable a council to secure contributions to services, infrastructure and amenities in order to support and facilitate a proposed development.
Surrey Future	A partnership overseeing how we can manage planned growth sustainably, both in Surrey and on our borders. More information at: http://www.surreycc.gov.uk/surreyfuture

Term	Description
Surrey Rail Strategy	Document prepared by Ove Arup & Partners on behalf of the Surrey Future partnership to consider rail issues and options which could be supported by the council to produce benefits for Surrey.
Surrey Transport Plan	See 'Local Transport Plan (LTP3)'
Travel SMART	A Surrey initiative designed to provide local people with more travel choices that help cut carbon, costs and increase fitness. The initiative aims to support economic growth.

ⁱ <http://www.nice.org.uk/guidance/ph41>

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