

Surrey Transport Plan

Elmbridge Local Transport Strategy & Forward Programme
Consultation Report



ITEM 5

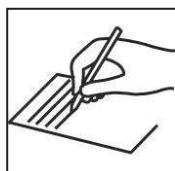
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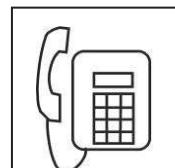
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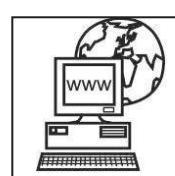
In writing

Surrey County Council
Transport Policy (Room 420)
Environment & Infrastructure Directorate
County Hall
Kingston upon Thames
Surrey KT1 2DN



By phone

03456 009 009
Minicom: 020 8541 9698



Online

Email:
localtransport.strategiesinfo@surreycc.gov.uk
www.surreycc.gov.uk/

Surrey Transport Plan, 2011-2026

**Local Transport Strategies and Forward Programmes Tranche 1 Consultation
Report- Elmbridge**

August 2014

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Executive Summary

Extensive consultation and close partnership working are at the heart of the Surrey Transport Plan and our approach to transport in the county.

This report describes the consultation process for the Elmbridge Local Transport Strategy and Forward Programme and how this has shaped the Strategy going forward. All consultation responses received were considered in the revision of the draft strategy.

The county council has produced an SEA screening report ([link](#)) and an Equalities Impact Assessment.

Consultation and participation will continue to inform the future revisions of the strategies and the implementation programmes, as these are brought forward.

1 Approach to Consultation

Extensive consultation and close partnership working are at the heart of the Surrey Transport Plan and our approach to transport in the county.

This report describes the consultation process for the Local Transport Strategies and Forward Programmes included in the first tranche of district and borough strategies. This report summarises who responded to the consultation, the key issues which emerged from the representations received and how the strategy was revised in consequence.

The main purpose of consulting and engaging on the draft Local Transport Strategies (LTSs) was to:

- a) inform people
- b) get feedback on the Elmbridge Local Transport Strategy
- c) seek local input on the Elmbridge Local Transport Strategy and Forward Programme

The county council would like to thank all those who commented on the Local Transport Strategies and Forward Programmes.

1.1 Consultations undertaken

The following Local Transport strategies were consulted upon as part of Tranche 1 public consultation:

- Elmbridge Local Transport Strategy and Forward Programme
- Epsom and Ewell Local Transport Strategy and Forward Programme
- Mole Valley Local Transport Strategy and Forward Programme
- Spelthorne Local Transport Strategy and Forward Programme
- Woking Local Transport Strategy and Forward Programme

1.2 Consultation process

The strategies were subject to a 6 week online public consultation from 22nd May to 2 July 2014. The consultation documents were published on the Surrey county council website. The public and stakeholders were asked three key questions in an online survey in relation to the programme:

1. We have tried to identify the most pressing transport issues impacting the District/Borough. Are there any other transport problems that we should consider?

2. The strategy looks to support the planned growth within the District/Borough and mitigate any negative impacts. Are the aims and objectives of the strategy right?
3. Are there any other schemes we should consider that we have not included in the Forward Programme (see Annex)?

The draft local transport strategies and forward programmes were available in hard copies at the District/Borough Offices and at County Hall. Leaflets and posters were sent to all Surrey libraries in the relevant districts/boroughs and local council offices.

Information was sent by email to:

- All Surrey Transport Plan consultees
- All County councillors
- All Borough/District councillors
- All Parish councillors where applicable

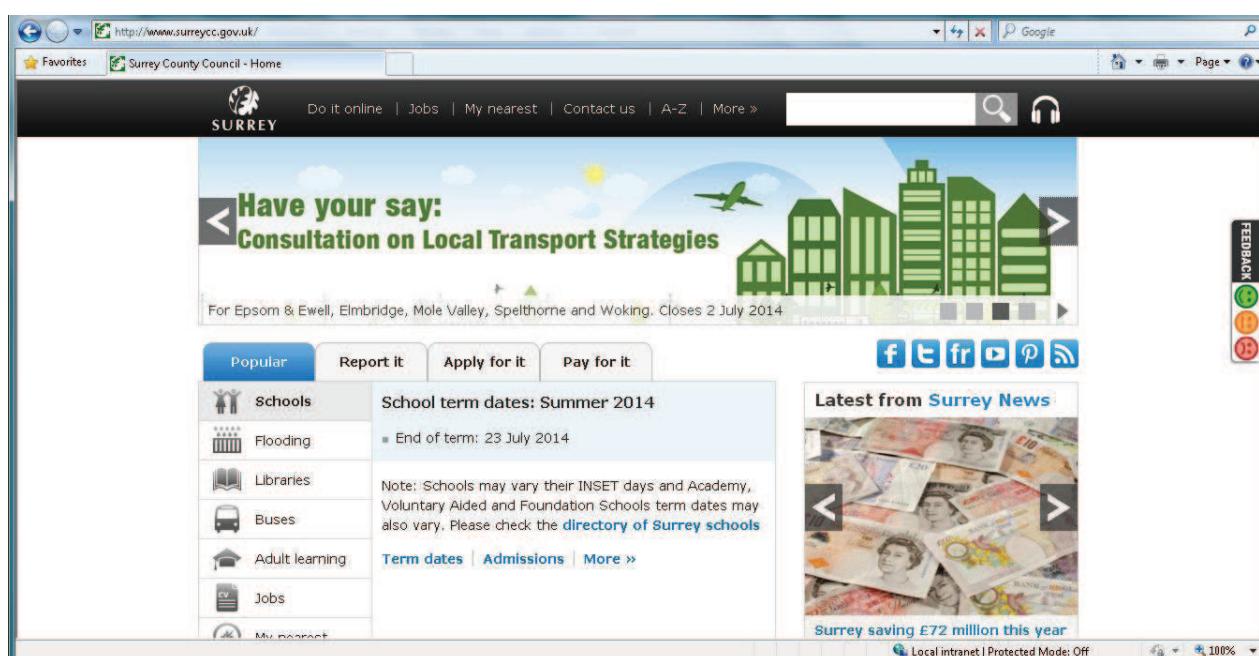


Figure 1-1: The final week of consultations on the Local Transport Strategies was the headline on the county council's website

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1.3 Wider engagement activities

Various engagement activities were used to inform the development of the Local Transport Strategies. This included officer workshops, informal Local Committee, task groups and partnership working with borough officers.

Consultation and participation will continue to inform the revision of the strategies.

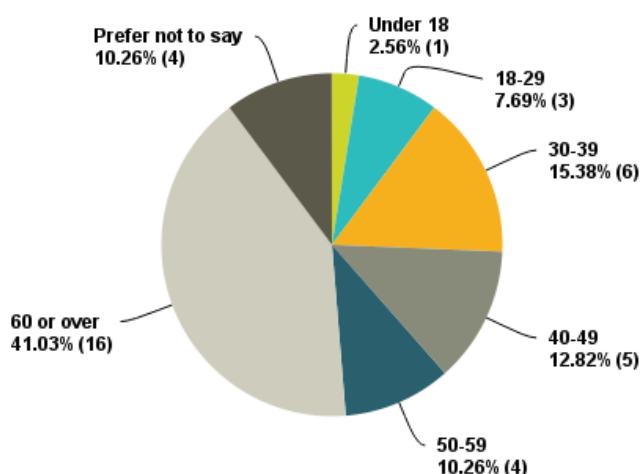
1.4 Who responded to the consultation

The first tranche of LTS received 46 responses to the online survey as well as a number of responses by email, split between the five boroughs and districts.

Respondents to the online survey were fairly split between male (43.59%) and female (43.59%). The most common age range of respondents was 60 and over (41%).

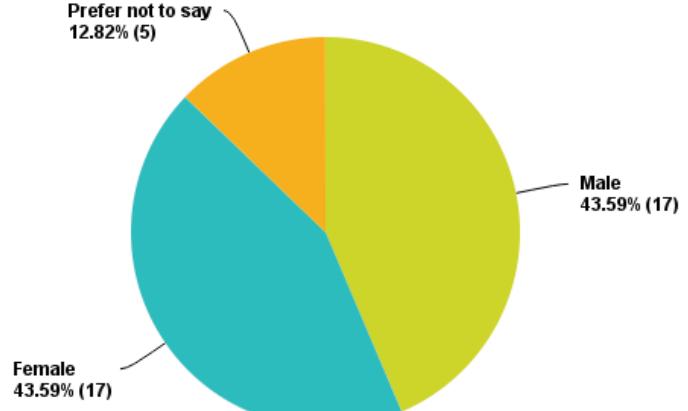
Q5 What is your age?

Answered: 39 Skipped: 7



Q6 Gender

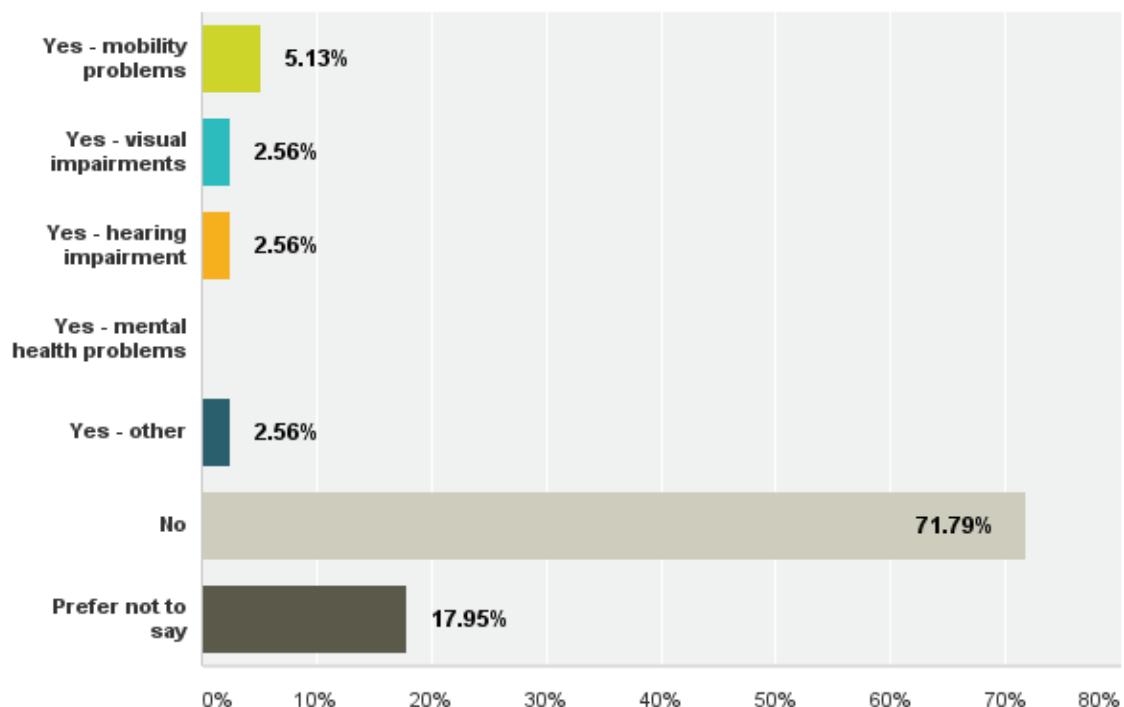
Answered: 39 Skipped: 7



71.79% of respondents to the survey did not consider themselves to have a disability. The most common disability identified by respondents to the survey was mobility issues.

Q7 Do you consider yourself to have a disability? (Please tick all that apply)

Answered: 39 Skipped: 7



There were 8 responses to the consultation via the online survey; other responses were received by email. Responses were received from a wide range of individuals and organisations, including:

Public sector

- Elmbridge Borough Council Officers
- Elmbridge Informal Local Committee
- Surrey County Council Officers

Private sector companies or representing bodies

- Highways Agency

Voluntary groups and other third sector

- Ashley Road Residents Association
- The Walton Society

1.5 Key themes of representations and resulting changes

The key themes which came out of the public consultation were HGVs, congestion around schools and development. In response to these themes relevant County Council officers were asked to assist in the modification of the transport strategy to reflect these concerns. Working with specialist officers in each area and with the collaboration of other SCC officers, each concern expressed in the consultation has been responded to in the annex. Many of the issues raised have been looked into before as part of previous or ongoing work streams, particularly within the other strategies which form part of the LTP3.

It was therefore decided to add significantly to Section 6- Related Workstreams in order to provide the context of the Local Transport Strategy and to show the reader, where their concern may not have been addressed in the LTS, it may have been addressed as part of one of the other LTP3 strategies or in a related SCC or EBC initiative.

Other amendments have been made to the draft Elmbridge Local Transport Strategy and Forward Programme in response to several of the comments received. These amendments include:

- Restructuring of document to ensure consistency and improve readability.
- Reference added to the LTP3 and to the SCC environment and infrastructure directorate priorities in section 2 to provide context for the Strategy and Forward Programme.
- Sections added on access to airports and environmental issues to improve consistency with LTP3.
- Sections added on walking and cycling provision to improve readability and consistency.
- Description of the Surrey transport network added to provide a wider context of the borough of Elmbridge.
- Minor amendments throughout the document to improve accuracy, readability and provide up to date information.

Annex: Public Consultation responses

Survey Response #	LTS	Response to question	Public Comment on the Elmbridge LTS and Forward Programme	SCC response
16	Elm 2 (Other transport problems)	Our local roads are at capacity now and the air pollution in Walton is already at an unacceptable level.		<p>There is no quick fix in relation to improving air quality and the County Council is committed to long term modal shift improvements to reduce car usage in areas with poor air quality.</p> <p>There are 2 schemes in the Elmbridge LTS within the Walton AQMA aimed at encouraging more sustainable transport choices, which should help to improve air quality:</p> <ul style="list-style-type: none"> • A244 Walton to Halliford Corridor and • Quality bus improvements (routes 458 & 555) <p>Also Walton station improvements may help in this context. There is also the Walton cycle safety scheme which will encourage cycling as an alternative to the car.</p>
16	Elm 4 (other schemes we should consider)	Improve the condition of the roads, facilities for children and open spaces,		<p>The County Council has a maintenance programme called Operation Horizon. This strategy focused on improving the Elmbridge transport network and mitigating future growth. I summary of operation Horizon has now been included in the Local Transport Strategy.</p> <p>The borough council has completed and continues to implement many schemes to improve facilities for families and open spaces in Elmbridge. There are recently refurbished play areas at Giggs Hill Field, Thames Ditton and West End Recreation Ground, Esher and a new outdoor gym at Long Ditton</p>
25	Elm 2 (Other transport problems)	Congestion also on B373 & A3050 HGV's use inappropriate routes which delays traffic at critical junctions		<p>Recreation ground as well as many other completed and ongoing projects.</p> <p>A3050 is the main road through Walton so this is an appropriate route and the only road in and out of town for lorries to the east.</p> <p>Issues on the B373 have been referred to a freight specialist officer to look into possible rat running.</p>
25	Elm 2 (Other transport problems)	Wider use of school buses to reduce parents taking children to/from school Introduction of 20 mph to all residential roads to increase cycling and walking		<p>20mph limits may only be introduced where traffic speeds are already commensurate with a 20mph limit. 20mph zones must include physical traffic calming features at regular intervals. As such they are expensive, and not appropriate in every situation. Any concerns raised over safety outside a school would be responded to in the context of SCC's new Road Safety Outside Schools policy. Ultimately decisions to reduce speed limits are delegated to Surrey County Council's Local Committee for Elmbridge.</p>
25	Elm 2 (Other transport problems)	Use of phased traffic light system on the High Street to improve traffic flow Morrisons will create additional which will require a solution[sic]		<p>Major planning applications should be accompanied by a Transport Assessment which should consider the impact on traffic flow; a Transport Assessment was prepared and submitted during the build up to the Morrisons scheme. If there is to be a S106 agreement SCC's Transport Development Planning would get involved & negotiate developer funding to mitigate the impact.</p>
25	Elm 3 (Aims and Objectives)	No allowance has been made for the impact of Morrisons		<p>Major planning applications should be accompanied by a Transport Assessment which should consider the impact on air quality; a Transport Assessment was prepared and submitted during the build up to the Morrisons scheme. If there is to be a S106 agreement SCC's Transport Development Planning would get involved & negotiate developer funding to mitigate the impacts.</p>
25	Elm 4 (other schemes we should consider)	Introduction of 20 mph schemes in ALL residential areas to increase the propensity of residents to walk and cycle, reduce pollution and help improve the health of residents		<p>20mph limits may only be introduced where traffic speeds are already commensurate with a 20mph limit. 20mph zones must include physical traffic calming features at regular intervals. As such they are expensive, and not appropriate in every situation. Ultimately decisions to reduce speed limits are delegated to Surrey County Council's Local Committee for Elmbridge.</p>
28	Elm 2 (Other transport problems)	As a resident of Ashley Road for 30 years I am fully aware of local traffic issues and suggest the following practical measures-		<p>Unfortunately Ashley Road is a route that avoids a low bridge on the way into Walton from Esher direction- A244 Hersham Road. Waste lorries from Elmbridge use the route to cross Walton bridge to get to the waste transfer station in Charlton.</p>
28	Elm 2 (Other transport problems)	To prevent HGV using the route along Ashley Road as a short cut to the A3 or M25 which would prevent pollution and noise through Walton which has already been identified in your report as an area that needs action. It is unnecessary for these bulk haulage and waste vehicles in particular from using an already heavily congested and entirely residential road with two large schools at either end.		<p>"Improvements to relieve congestion at Sir Richard's Bridge" is included in the Forward Programme with a purpose of relieving congestion.</p>
28	Elm 2 (Other transport problems)	To improve the flow of traffic crossing St Richards Bridge especially at peak times by allowing traffic that wish to cross Walton Bridge but avoid Walton (and 4 sets of traffic lights) to use Oatlands Chase to join Oatlands Drive. This would need the use of traffic lights at peak times at this juncture. This would reduce pollution congestion, and noise in Walton already identified in your report as needing action.		<p>Surrey County Council has no powers to oblige parents to take their children to school by alternative modes to the private car (Only by providing suitable alternatives will parents begin to change their travel choices).</p> <p>The County Council Cabinet has recently approved a new "Road Safety Outside Schools" policy. The purpose of this policy is to set out the process that will be used by Surrey County Council for investigating and responding to concerns about road safety outside schools. The aim is to reduce the risk of collisions, and to make the road feel safer in order to improve the attractiveness of walking and cycling to and from schools.</p>
28	Elm 2 (Other transport problems)	The traffic congestion in the morning at the junction of Ashley Road, Oatlands Chase, Station Avenue and St Richards Bridge is largely due to parents taking their children to Cleves School. This regularly causes a bottleneck and queues the whole length of Ashley Road. Measures need to be taken by Cleves School to allow a drop off for the children on their premises. [sic]		<p>A significant modal shift will support growth and ease traffic flow, reducing noise, pollution and congestion. The strategy aims to identify growth and mitigate against this where necessary.</p>
28	Elm 3 (Aims and Objectives)	Whilst improving facilities for cyclists is admirable nothing significant is mentioned to support traffic growth or ease of traffic flow while pollution, noise and congestion needs to be		

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		avoided where possible especially in residential areas to improve quality of life for the people living in these areas.	The 2008 Walton Bridge Traffic survey analysis report concluded that "As in 2006, 92% of journeys by HGVs across Walton Bridge have either a local origin or destination, but the proportions of vehicles travelling to and from various local and non-local areas vary considerably from year to year".
28	Elm	4 (other schemes we should consider)	Congestion around Cleves School, Weybridge (Oatlands Avenue/Oatlands Chase, Ashley Road) abuts problem at Sir Richards Bridge but SCC need to work with the school too. The problem during term time is dreadful.[sic]
40	Elm	2 (Other transport problems)	<p>It is a great pity that the cycle lane on the tow path is not being addressed. To invest in this main cycle route would alleviate much of the problem for cyclists. To add more within the town (Walton) especially at the narrow end of Ashley Road will be dangerous for pedestrians, cyclists and motorists.</p> <p>It does not appear that SCCC have taken fully into account the planned developments such as Stompond, Rydens, Field Common. Roads are already at capacity and a better solution for diverting traffic, especially HGVs etc., away from residential roads and through towns, should be put in place.</p>
40	Elm	2 (Other transport problems)	<p>In addition a half should be called on future development where targets have been met or shortly will be in particularly Walton where you admit it is the largest town within Elmbridge with such a bad situation with regard to air pollution.</p>
40	Elm	3 (Aims and Objectives)	<p>Freight Management. At the public consultation on Walton Bridge this was brought to the attention of the inspector (or rather he pounced upon it) as a promise to hold this consultation did not happen.</p> <p>This is a very real problem and must be included in order to address the volume of such traffic causing damage to the road surfaces, noise, vibration, pollution and danger to all road users.</p>
40	Elm	4 (other schemes we should consider)	We are pleased to note that the problem at Sir Richards Bridge has been acknowledged. However there is no indication as to how the congestion here is to be ameliorated. We hope that information with regard to what is planned will be available for residents.
Ashley Road Residents Association	Elm	N/A (via email)	<p>This problem also relates to the drop off and pick up at Cleves School nearby. SCC indicate measures are to be put in place for Bell Farm & Rydens schools but there is no mention of Cleves where we have an even worse case scenario. The impact at Cleves affects Oatlands Drive, Station Avenue, Oatlands Avenue and Ashley Road. During term time at peak times the congestion situation is unacceptable and frequently very dangerous especially for pedestrians. SCC should work with the school as it is a SCC school. A new head teacher will be in place in September so this would be an ideal time to re-evaluate the school's travel plans.</p> <p>Our association made a deputation with regard to various problems at the Public Enquiry held for Walton Bridge. The Inspector pounced upon the fact that a Freight Management Meeting had not taken place, although promised, in order to put a strategy in place that would designate routes away from residential roads and through our towns and villages for very heavy vehicles. Ashley Road, Station Avenue, and Rydens Road are badly affected. Restrictions should be put in place such as in Walton Park. Our roads are continuously</p>
Ashley Road Residents Association	Elm	N/A (via email)	<p>Surrey County Council has no powers to oblige parents to take their children to school by alternative modes to the private car. (Only by providing suitable alternatives will parents begin to change their travel choices).</p> <p>The County Council Cabinet has recently approved a new "Road Safety Outside Schools" policy. The purpose of this policy is to set out the process that will be used by Surrey County Council for investigating and responding to concerns about road safety outside schools. The aim is to reduce the risk of collisions, and to make the roads feel safer in order to improve the attractiveness of walking and cycling to and from schools.</p>
Ashley Road Residents Association	Elm	N/A (via email)	<p>Unfortunately Ashley Road is a route that avoids a low bridge on the way into Walton from Esher direction- A244 Hersham Road. Waste lorries from Elmbridge use the route to cross Walton bridge to get to the waste transfer station in Charlton.</p>

			being eroded and cracks, pot holes, etc., are an ongoing problem. This heavy traffic is the main contributor to the bad air pollution in Walton. Out association brought this to the attention of SCC some 10 years ago.	
Ashley Road Residents Association	Elm	N/A (via email)	Relating to this last point, the junction of Oaklands Drive with New Zealand Avenue should not have a Right turn. Traffic should turn left over the bridge and use the roundabout. This same strategy should also be introduced at the small junction of Ashley Road (Nos 105-135 Sharny Homes) by Sir Richards Bridge, Ashley Road, Walton. The previous owner of the site (HWM Motors, Aston Martin) introduced a rule to all their staff that they MUST turn left, use the roundabout in Queens Road in order to traverse north towards the town [Walton][sic]	“Junction improvement at Oaklands Drive/New Zealand Avenue” is included in the Forward Programme with a purpose of improving safety for pedestrians and cyclists. “Improvements to relieve congestion at Sir Richard’s Bridge” is included in the Forward Programme with a purpose of relieving congestion.
Ashley Road Residents Association	Elm	N/A (via email)	Cycle Lane – The tow path cycle route should be addressed. This would be a much healthier and safer route for cyclists and take the pressure of our busy and often inappropriate roads for cycling.	The towpath is in the ownership of the Environment Agency so they would be responsible for any upgrading. During this year a cycle path along Terrace Rd, running parallel to the towpath, will be constructed. This will help to address a casualty problem.
Ashley Road Residents Association	Elm	N/A (via email)	The quality of life for the residents in Ashley Road and the adjacent roads has been badly affected over time. Currently as a result of ‘progress’ we have to tolerate what was a relatively peaceful boulevard situation being changed to almost motorway environment in terms of noise, pollution, congestion and queuing vehicles.	The objectives of the Surrey Transport Plan are to provide effective, reliable, safe and sustainable transport. As one of the most densely populated counties in the UK with traffic flows on A roads almost double the national average, transport related problems are a major concern for people living and working in Surrey. The STP and the Local Transport Strategy aim to address current issues for residents and mitigate the impacts of future growth.
Ashley Road Residents Association	Elm	N/A (via email)	Parking – there is no point in addressing all of what has been identified if parking is adequate and appropriate parking is not provided for cars. To provide for cycle parking without doing this does not make sense. Walton is a busy town and drivers are going to continue using their cars to get around. Many drivers come to the town to shop and use the restaurant facilities, etc., in order for our local businesses to flourish parking provision must be improved.	The County Council has produced a parking strategy ¹ as a component of the Surrey Transport Plan (LTP3). 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. The objectives of the strategy are to; reduce congestion caused by parked vehicles, make the best use of the available parking space, enforce parking regulations fairly and efficiently and provide appropriate parking where needed. There are three main areas required to realise these aims; the management of on street parking, the operation of civil parking enforcement and parking provisions and policies. Many of the obstacles that are in the way of the realisation of these objectives are linked to the finite parking space in the county.
The Walton Society	Elm	N/A (via email)	The Elmbridge Transport Strategy contains a number of conflicting items. The centre of Walton identifies as an Air Quality Management Area due to congestion and heavy vehicle movements, which also have an impact on noise levels. As already mentioned, the heavy vehicle movements could be reduced almost immediately if SCC actually set about addressing the problem.	The County Council has produced a Freight Strategy. Due to the location of Surrey; bordering London, airports a large number Heavy Goods Vehicles 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. To meet this aim the objective laid out are to; provide up-to-date information to the freight industry to enable more efficient, reliable safe and sustainable deliveries, reduce the negative impacts of HGVs on congestion, air quality and road safety (in urban areas) reduce incidences of HGVs being diverted along unsuitable lower category roads when not being used for access.
The Walton Society	Elm	N/A (via email)	Analysis of the new Walton bridge is mentioned. This represents a massive investment, but the impact on improving traffic flow is minimal. The Society has suggested that the right turn out of Walton Lane on to the Bridge should be banned. It is believed that this would have a significant effect on improving traffic flow out of the town in a northerly direction. It would at least help if perhaps such a ban were trialled.	The Walton to Halliford Transport Study will consider this and other similar suggestions.
The Walton Society	Elm	N/A (via email)	The imposition of a cycle route from Halliford over the bridge and through the town centre may well have a disastrous effect on the traffic flow and increase congestion and reduce air quality further. It would appear that this was originally meant to be a segregated cycle route. However, it now appears to be made up of large sections of shared pedestrian paths. The fact that funding has been provided and consent obtained seems to have blinded SCC from appreciating the effect that this will have. SCC admit that the Thames Towpath forms part of NCR4 and is the most important cycle route for cyclists in the borough. Yet it follows the same route as the proposed cycle path giving leisure cyclists a safe traffic-free route.[sic]	There was extensive public consultation on the detailed design for the cycle scheme. It is inevitable that in allocating road space to cyclists other road users will lose out. Any further suggestions for cycle routes are most welcome, and would be considered by the Local Committee for funding in due course.
The Walton Society	Elm	N/A (via email)	It is a shame that local people were not fully consulted over the cycle route prior to the funding and consent being in place. There is a real need to provide a safe cycle route from the railway station to the town centre. This route, at present involves the lower part of Ashley Road. This is potholed and narrow in sections, so much so that 2 LGV's cannot pass safely. At less busy times cars and vans travel at a speed unsuitable for such a road. It is therefore not surprising that many cyclists seek the relative safety of the pavement which is also narrow and a very busy pedestrian route.	There was extensive public consultation on the detailed design for the cycle scheme led by Duncan Knox and Dave Sharpton. It is inevitable that in allocating road space to cyclists other road users will lose out. Any further suggestions for cycle routes are most welcome, and would be considered by the Local Committee for funding in due course.
The Walton Society	Elm	N/A (via email)	This road and Hersham road become very congested when there is a problem on the M25	When there is an incident on a major road, diversion routes are used for traffic. These routes have

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Society			clockwise from Leatherhead through the A3 and Addlestone junctions and beyond. Perhaps SCC should consult with the Highways Agency and Motorway Police to encourage a greater priority be given to keeping traffic moving, following incidents on the M25.	been agreed with the Highways Agency by SCC. A 2011 'Review of investigation and closure procedure for motorway incidents - preliminary report' by the Department for Transport sets out 'How [traffic incidents] are managed will vary, both in terms of who is involved and what needs to be done. However the initial response will always be focused first on preserving life and the provision of medical aid to the injured, if needed. After this, depending on the circumstance of the incident, the focus then changes to preserving evidence and conducting investigation, with the recovery, repair and re-opening of carriageways- as far as possible- in parallel.' ²
The Walton Society	Elm	N/A (via email)	In the same way the suggestions that pedestrian and cycle crossings are needed at the New Zealand Avenue/ Outlands Drive, Bridge Street junction will inevitably increase congestion. There is however a real need to improve safety for pedestrians in particular in this area.	The purpose of this scheme is to improve safety for pedestrians and cyclists. Safety must be balanced with congestion relief. This scheme will be subject to a full feasibility study and safety audit should it be brought forward for implementation.
The Walton Society	Elm	N/A (via email)	There are also suggestions to improve routes for buses, and allow them to have priority and bus corridors. Most of the roads are not wide enough to allow this to happen, however desirable it might be. At present, the buses are infrequent and very expensive. SCC needs to re-think their strategy over public transport. Congestion will only realistically be reduced if private car drivers can be enticed out of their vehicles by efficient, low cost and frequent bus services which operate from early morning to late at night.	The Quality bus corridors suggested are strategic bus routes that are 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. These would only be implemented where it is feasible on the existing road network. The County Council has produced two documents in relation to bus strategy. Surrey's passenger Transport Strategy: Part1: Local Bus was published in April 2011. The strategy forms part of the Surrey Transport Plan (LTP3) and covers local buses as a means of transport setting out the aims for bus travel in Surrey for the period to 20263. The main aim the Strategy is to deliver and maintain an effective, safe and sustainable bus network in Surrey. The objectives for reaching these aims centre on improving accessibility, reliability and punctuality of local bus services. Part 2- Information ⁴ aims to promote 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.
The Walton Society	Elm	N/A (via email)	It would therefore seem that perhaps SCC Highways personnel should all get together and produce a co-ordinated and realistic strategy that would act in the interests of all parties. There are too many conflicting policies in this consultation. The Walton Society are quite willing, as may other Residents groups, to meet with SCC to discuss the way forward.	The Transport Strategy and Forward programme have been subject to officer consultation within SCC and with EBC personnel

² <http://assets.dft.gov.uk/publications/review-of-investigation-and-closure-procedures-for-motorway-incidents-preliminary-report/review-of-investigation-and-closure-procedures-for-motorway-incidents-preliminary-report.pdf>

³ http://www.surreycc.gov.uk/_data/assets/pdf/file/0005/847670/Surrey-Transport-Plan-Local-Bus-Strategy.pdf

⁴ http://www.surreycc.gov.uk/_data/assets/pdf/file/0004/847705/LTP-PT-Information-Strategy.pdf