

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)

DATE: 11TH JUNE 2017

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

SUBJECT: HIGHWAYS UPDATE

DIVISION: ALL



SUMMARY OF ISSUE:

This report summarises progress with the Local Committee's programme of Highways works for the current Financial Year 2018-19.

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

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

RECOMMENDATIONS:

The Local Committee (Elmbridge) is asked:

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

REASONS FOR RECOMMENDATIONS:

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

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

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

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

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

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

1. INTRODUCTION AND BACKGROUND:

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

2. ANALYSIS:**2.1 Local Committee finance**

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

Table 1 Outturn from 2017-18 (rounded figures)

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

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

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

2.1.3 The funds delegated to the Local Committee are in addition to funds allocated at a County level to cover various Highways maintenance and improvement activities, including inspection and repair of safety defects, resurfacing, structures, vegetation maintenance, and drainage. These activities are summarised separately on this agenda.

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

Table 2 Allocation of budgets for 2018-19

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

2.1.5 In addition to the regular Highways capital and revenue budgets detailed above the Elmbridge Local Committee is able to make allocations from a substantial parking surplus. A high level statement of the parking surplus is presented in Annex A. In December 2016 the Elmbridge Local Committee approved a £370,000 allocation from the parking surplus to develop its Cycling Strategy, and a range of Integrated Transport Schemes (ITS) for potential future CIL bids. Expenditure against the £370,000 allocation is summarised in Table 3 below.

Table 3 Parking surplus funded ITS programmes – financial summary

| Allocation | Committed to date | Expenditure to date | Uncommitted (and therefore available for new projects) |
|---|-------------------|---------------------|--|
| £100,000 for cycling related schemes and projects | £90,200 | £37,100 | £9,800 |
| £50,000 for pedestrian crossing schemes | £38,800 | £31,100 | £11,200 |
| £50,000 for Road Safety Outside Schools schemes | £20,900 | £10,900 | £29,100 |
| £20,000 for other ITS schemes | £25,900 | £5,900 | -£5,900 |
| £150,000 for potential major schemes | £150,000 | £35,500 | - |
| Total | £325,800 | £120,500 | £44,200 |

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

2.2 Local Committee capital works programme

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

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

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

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

Table 5 Externally funded schemes

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

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

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

2.3 Local Committee revenue works programme

2.3.1 In December 2016 Committee approved a number of schemes to be funded from the Long Ditton Trust Fund. Table 6 below details progress to date with these schemes.

Table 6 Long Ditton Trust Fund works

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

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

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

Table 7 Parking surplus funded programmes

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

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

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

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

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

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

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

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

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

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

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

2.4 Parking – 3 year parking strategy

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

Other highway related matters

2.5 Customer services

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

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

2.6 Major schemes

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

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

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

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

- 2.6.4 The Local Committee appointed County Councillors Oliver, O'Reilly and Borough Councillor Harman to the **Brooklands Transport Study** Task Group. The first meeting of the Group was held on 19th October 2017, where the scope of the study was discussed and agreed. The next stage is to commission data collection, which is anticipated to include traffic surveys in 2018.
- 2.6.5 Video surveys were undertaken to inform the development of the **Walton to Halliford Transport Study** between 7am to 7pm on Tuesday 26th September. The surveys were designed to enable classified turning counts at the two junctions with Walton Lane either side of the bridge. The video footage will also help to see the flow of traffic coming towards the bridge from Walton Bridge Road, Walton Lane (south of the river) and from the Oatlands Drive signals, including queuing lengths, on each side of the bridge. Officers have reviewed the data but there has been a delay in processing the data from these surveys. Once the data from the video surveys has been processed, officers will review the information and present it to the Member Task Group in due course. It is expected that officers will be able to present the results of the surveys to Committee and make recommendations, which are likely to include minor improvements on both sides of the river. It is unlikely that any major project will be recommended as a result of this study.

2.7 Centrally funded maintenance

- 2.7.1 Operation Horizon reports for 2018-19 are available on the Surrey County Council website. These reports list road that are due to be treated in the current Financial Year 2018-19. Also on the same page of the Surrey County Council website are lists of roads for consideration for future Financial Years. For more information please see here: <https://www.surreycc.gov.uk/roads-and-transport/highways-information-online/horizon-highway-maintenance-investment-programme>.

2.8 Road safety

- 2.8.1 No update at the time of writing.

2.9 Passenger Transport

- 2.9.1 Surrey County Council's Passenger Transport Team are promoting improvements to the K3 route, which is operated under contract by London Transport between Kingston and Esher, serving the Elmbridge Borough communities of Long Ditton, Hinchley Wood, Claygate and Esher.
- 2.9.2 In keeping with the County's Passenger Transport Strategy objectives within the Surrey Transport Plan, the Local Committee at its December meeting gave approval for 23 bus stop clearways. Of these 23 bus stops, four have had the time plates added, and are now enforceable as bus stop clearways. A further nine bus stops, most with good kerb heights (offering step-free access for passengers), require simple bus cage markings to become fully accessible for buses. These stops will be treated this Spring/Summer with the appropriate line markings.
- 2.9.3 Since the December meeting some Planning Infrastructure Charge (PIC) funding has been allocated to the K3 route, sufficient to create bus stop clearways at the remaining six stops on the route and more importantly, bring

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

Table 8 – List of bus stops identified for improvement

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

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

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

Table 9 – Additional bus stop clearway requests

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

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

2.10 Other key information, strategy and policy development

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

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

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

3. OPTIONS:

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

4. CONSULTATIONS:

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

5. FINANCIAL IMPLICATIONS:

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

6. WIDER IMPLICATIONS:

| Area assessed: | Direct Implications: |
|--|---|
| Crime and Disorder | A well-managed highway network can contribute to reduction in crime and disorder as well as improve peoples' perception of crime. |
| Equality and Diversity | It is an objective of Surrey Highways to take account of the needs of all users of the public highway. |
| Localism (including community involvement and impact) | The Local Committee prioritises its expenditure according to local priorities. |
| Sustainability (including Climate Change and Carbon Emissions) | No significant implications arising from this report. |
| Corporate Parenting/Looked After Children | No significant implications arising from this report. |
| Safeguarding responsibilities for vulnerable children and adults | No significant implications arising from this report. |
| Public Health | No significant implications arising from this report. |

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| 7. CONCLUSION AND RECOMMENDATIONS: |
|---|

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

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| 8. WHAT HAPPENS NEXT: |
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- 8.1 The Area Team Manager will work with Divisional Members, the Chairman and Vice-Chairman to deliver this Financial Year's Divisional Programmes.

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

Consulted: N / A

Annexes: 8

Sources/background papers: None

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