

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)

DATE: 17TH MARCH 2020
 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 2019-20.

The Local Committee's Highways budgets for next Financial Year 2020-21 have now been confirmed. Officers have worked with Members to amend the programme of Local Structural Repair (LSR – large scale patching) for next Financial Year 2020-21, of total value £311,000 capital. All Divisional Members agreed in September 2019 to allocate £2,222.22 from their 2020-21 individual Highways revenue allocations to support Street Smart in 2021-21, a total contribution of £20,000.

Officers are preparing a number of bids to Elmbridge Borough Council for CIL funding.

RECOMMENDATIONS:

The Local Committee (Elmbridge) is asked to:

- (i) Approve the construction of the Stoke Road speed management scheme, in accordance with the consultation drawing shown in Annex B, taking into account comments received during the recent public consultation (paragraphs 2.2.5 to 2.2.6 and Annex B refer);
- (ii) Authorise the Area Highway Manager to apply to Elmbridge Borough Council for CIL funding for the **Seven Hills Road cycle route** scheme, subject to consultation with local members, local residents, and Elmbridge Borough Council (Table 9 and Annex C refer);
- (iii) Authorise the Area Highway Manager to apply to Elmbridge Borough Council for CIL funding for improvements including new pedestrian crossing facilities in **Walton High Street**, subject to consultation with local members, local stakeholders, and Elmbridge Borough Council (Table 9 and Annex D refer);
- (iv) Authorise the Area Highway Manager to apply to Elmbridge Borough Council for CIL funding for improvements to the junctions at either end of **Baker Street, Weybridge**, subject to consultation with local members, local stakeholders, and Elmbridge Borough Council (Table 9 and Annex E refer);
- (v) Convene a meeting with the relevant Divisional and Ward Members to review the **Walton Road between Esher Road and Avern Road** scheme (Table 9 and Annex F refer);
- (vi) Authorise the Area Highway Manager to apply to Elmbridge Borough Council for CIL funding to improve pedestrian facilities at the **junction of Grotto Road with Thames Street, Weybridge**, subject to consultation with local members, local stakeholders, and Elmbridge Borough Council (Table 9 and Annex G refer);
- (vii) Authorise the Area Highway Manager to apply to Elmbridge Borough Council for CIL funding **for capacity improvements between Station Road and the**

- Scilly Isles, Esher**, subject to consultation with local members, local stakeholders, and Elmbridge Borough Council (Table 9 and Annex H refer);
- (viii) Approve the bus stop clearways listed in Table 10, and shown in Annex J, as part of the Brooklands Business Park Accessibility scheme (paragraphs 2.8.1 to 2.8.4 refer);
 - (ix) Authorise the Area Highway Manager to apply to Elmbridge Borough Council for CIL funding to implement a quick win scheme in Copsem Lane, Esher, as part of the **Esher Optimisation** project, subject to consultation with local members, local residents, and Elmbridge Borough Council (Table 9 and Annex K refer);
 - (x) 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:

The feasibility studies and / or outline designs for a number of schemes have now been completed. These schemes are now ready for CIL applications, subject to consultation with local members and other interested parties.

The public consultation for the **Stoke Road speed management scheme** is now complete. Results suggest strong support for the scheme within the local community. Committee is asked to approve the scheme for construction later this year.

A number of options are available for the development of the **Walton Road between Esher Road and Avern Road** scheme. These need to be reviewed, and options prioritised for the next stage of this scheme's development.

Committee's approval is needed to be able to implement a number of new bus stop clearways, which are being proposed as part of the Brooklands Business Park Accessibility scheme.

Committee is asked to provide the necessary authorisation to deliver its 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 The Local Committee in Elmbridge has been delegated Highway budgets in the current Financial Year 2019-20 as follows:

- Committee revenue: £0
- Member revenue: £67,500 (£7,500 per Division)
- Capital: £200,000
- **Total: £267,500**

2.1.2 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.

2.1.3 In accordance with Committee's authorisation in November 2018, the Area Highway Manager consulted the Chairman and Vice Chairman and allocated the regular 2019-20 budgets as shown in Table 1 below.

Table 1 Allocation of budgets for 2019-20

Allocation	Amount
Local Structural Repair (LSR – large scale patching)	£200,000 capital
Member Highways allocations (revenue)	
• Contributions to Street Smart:	£20,000 revenue (£2,222.22 per Division)
• Revenue for Members to allocate:	£47,500 revenue (£5,277.77 per Division)
Total	£267,500

2.1.4 Officers would like to thank Members for working with officers to prioritise their £5,277.77 revenue allocations for specific works. These were fully allocated to projects as detailed in the Highways Update report to Committee in December 2019.

2.1.6 In addition to the regular Highways capital and revenue budgets detailed above Committee is able to make allocations from the parking surplus. The surplus must be spent according to section 55 of the Road Traffic Regulation Act 1984 (<https://www.legislation.gov.uk/ukpga/1984/27/section/55>). Expenditure can cover all types of highway improvement and maintenance. A high level statement of the parking surplus is presented in Annex A.

2.1.7 In December 2016 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. In March 2019, in the context of the Hershams Bypass petition, Committee agreed that the Area Highways Manager, in consultation with the Chairman and Vice-Chairman, should review whether any further funding for ITS development is available from the parking surplus. A further £150,000 was allocated, bringing the total allocation for ITS development from the parking surplus to £520,000.

ITEM 9

Allocations, expenditure and commitments against this £520,000 allocation are summarised in Table 2 below. Details relating to individual schemes are set out in Table 9 below.

Table 2 Parking surplus funded ITS programmes – financial summary

Allocation	Committed to date	Expenditure to date	Uncommitted (and therefore available for new projects)
£75,000 for cycling related schemes and projects	£70,200	£45,600	£4,800
£50,000 for pedestrian crossing schemes	£45,200	35,200	£4,800
£50,000 for Road Safety Outside Schools schemes	£30,300	£30,300	£19,700
£20,000 for other ITS schemes	£56,500	£25,600	-£36,500
£150,000 for potential major schemes	£150,000	£42,200	-
£175,000 additional funding for ITS development	£15,000	-	£160,000
Total	£367,200	£178,900	£152,800

2.1.8 At its meeting in September 2019 Committee approved provisional allocations of the assumed 2020-21 Highways budgets, as detailed in Table 3 below.

Table 3 Approved provisional allocation of assumed 2020-21 budgets

Allocation	Amount
Local Structural Repair (LSR – large scale patching)	£200,000 capital
Member Highways allocations (revenue)	
• Contributions to Street Smart:	£20,000 revenue (£2,222.22 per Division)
• Revenue for Members to allocate:	£47,500 revenue (£5,277.77 per Division)
Total	£267,500

2.1.9 On 11th December 2019 the Cabinet Member for Highways announced amended budgets for the Local and Joint Committees for 2020-21. It is now

expected that the Local Committee in Elmbridge will be delegated Highway budgets next Financial Year 2020-21 as follows:

- Committee revenue: £0
- Member revenue: £67,500 (£7,500 per Division)
- Committee capital: £100,000
- Member capital: £211,000 (£23,000 per Division, which must be spent on capital maintenance schemes)
- **Total: £378,500**

2.1.10 On 5th December 2019 Committee authorised the Area Highway Manager, in consultation with the Chairman, Vice Chairman and relevant Divisional Members, to amend the 2020-21 capital LSR programme as appropriate when the 2020-21 budgets have been confirmed. Accordingly the Area Highway Manager wrote to Divisional Members on 31st December 2019 to propose the allocation of 2020-21 budgets set out in Table 4 below. Committee's ITS programme is not affected by the amended budgets, as this is funded from the Parking Surplus and CIL. The amended capital LSR programme is set out in Table 6 below.

Table 4 Proposed allocation of 2020-21 budgets

Allocation	Amount
Local Structural Repair (LSR – large scale patching) of carriageways and / or footways	£311,000 capital (approx. £34,500 per Division)
Member Highways allocations (revenue)	
• Contributions to Street Smart:	£20,000 revenue (£2,222.22 per Division)
• Revenue for Members to allocate:	£47,500 revenue (£5,277.77 per Division)
Total	£378,500

2.1.11 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 5 details progress with Committee's approved capital programme for 2019-20.

Table 5 Local Committee funded capital works programme for 2019-20

Location	Proposed works	Cost	Status
Spencer Avenue junction with Brooklands Road, Weybridge	Local Structural Repair (LSR – large scale carriageway patching)	£13,400	Complete.

ITEM 9

Location	Proposed works	Cost	Status
Chaucer Avenue, junction with Brooklands Road, Weybridge	LSR	£11,300	Complete.
Southdown Road, Hersham	LSR	£15,500	Complete.
Portsmouth Road (Tartar Hill), Cobham	LSR	£16,700	Complete.
Water Lane junction with Fairmile Lane, Cobham	LSR (2 nd priority in Cobham if funding allows)	-	Not sufficient funding for this scheme.
New Road junction with Littleworth Road, Esher	LSR including 2 road tables	£2,000	Complete. Contribution to larger scheme.
Vine Road, East Molesey	Footway patching	£12,200	Complete. Some remedial work required.
The Causeway, Claygate	LSR	£22,700	Complete. Contribution to larger scheme.
Station Avenue junction with Hersham Road, Walton South	LSR	£38,300	Imminent. Includes contribution from individual Member Highways revenue.
Lovelace Road, Long Ditton	LSR	£24,800	Complete. Contribution to larger scheme.
Cannon Way, West Molesey	LSR	£25,700 allocated	Complete.
Churchfield Road, Walton	Footway and alleyway resurfacing	£39,500	Complete. One utility inspection chamber to be re-set.
Holly Avenue	Footway resurfacing	£11,400	Complete.
Total cost		Approximately £233,500	

2.2.2 Table 6 below details the proposed capital Local Structural Repair (LSR – large scale patching) programme for 2020-21. Following Committee’s authorisation in December 2019 and the subsequent amendment of the 2020-21 budgets by the Cabinet Member for Highways, the LSR programme has been amended by the Area Highway Manager in consultation with the relevant Divisional Members.

2.2.3 The programme takes into account suggestions made by residents and Members over a number of years, and Officers' observations of the condition of roads and footways in the Borough. Officers have endeavoured to coordinate the proposed LSR programme with other County Council funded programmes of resurfacing and maintenance work, including Operation Horizon and the Severe Weather Recovery programmes.

Table 6 Proposed Local Committee funded capital LSR programme for 2020-21

Division	Proposed works for consideration
Hinchley Wood, Claygate and Esher	<ul style="list-style-type: none"> • Charlwood Drive, Oxshott – LSR (Large scale patching) • Silverdale Avenue, Oxshott – LSR
The Dittons	<ul style="list-style-type: none"> • Watts Road, Thames Ditton – reconstruction of speed table outside library and resurfacing of adjacent carriageway • Giggs Hill Road – LSR • Lindon Close bell-mouth – LSR • Imber Park Road – LSR • Hampton Court Way near Elm Tree Avenue – LSR
Walton	<ul style="list-style-type: none"> • Ambleside Avenue j/w Cottimore Lane, Walton – LSR • Field Common Lane dropped kerbs and footway improvements • Rydens Road footway repairs • Cottimore Lane verge repair and protection • Vanborough Drive – LSR
Cobham and Stoke D'Abernon	<ul style="list-style-type: none"> • Blundel Lane footway repairs • Church Street footway repairs
West Molesey	<ul style="list-style-type: none"> • Dunstall Way (at the end near the swimming pool) – LSR • Spur road off Buckingham Gardens – LSR • Monks Avenue footway repairs • Molesham Way concrete slab repair / replacement (2 moving slabs)
Weybridge	<ul style="list-style-type: none"> • The Willows – LSR • Byfleet Road junction with Brooklands Road – LSR • Brooklands Road outside number 41 – LSR • Spenser Avenue, Weybridge – LSR
Hersham	<ul style="list-style-type: none"> • Brampton Gardens – LSR • Molesey Road between Thrupps Lane and Burwood Road – LSR • Queensway North between numbers 14 and 30 – LSR
Walton South and Oatlands	<ul style="list-style-type: none"> • Drainage improvements outside 99 Ashley Road • New Zealand Avenue footway repairs • Red House Lane, Walton – LSR
East Molesey and Esher	<ul style="list-style-type: none"> • Anti-incursion measures at Esher Common Roundabout • Esher Green at its junction with High Street, Esher – LSR (subject to progress with and likely outcome of the Esher Optimisation scheme)
Total cost	Approximately £311,000 £34,500 per Division

ITEM 9

2.2.4 The Local Committee is able to promote a programme of minor improvement works funded through external sources. The major part of this external funding is CIL awarded by Elmbridge Borough Council to construct schemes that have been developed using Parking Surplus funding. Table 7 below details progress with these externally funded schemes.

Table 7 Externally funded schemes

Location	Proposed works	Cost	Status
Stoke Road	Reduce speed limit to 30mph	£95,000 <i>CIL funded (Total CIL award £120,000)</i>	See comments below.
Entrance to Chelsea FC training ground	Road safety improvements to include speed reducing measures.	£tbc <i>Funded by Chelsea FC</i>	Officers met with Chelsea FC in July to review options. Speed surveys completed in September suggest that 30mph limit could be extended southwards. Need to identify location for the change of speed limit.
Burwood Road junction with Pleasant Place	Pedestrian and traffic management improvements	£20,500 <i>CIL funded (Total CIL award £105,000)</i>	Traffic regulation order advertised. No significant objections received. Officers making arrangements for implementation.
Long Ditton Schools	School safety measures	£39,600 <i>CIL funded (Total CIL award £142,500)</i>	Sugden Road Zebra Crossing complete. Stage 3 Road Safety Audit complete; awaiting report.
Hinchley Wood Schools	Pedestrian and cycle facilities, traffic management and safety measures	£244,400 <i>CIL funded (Total CIL award £260,000)</i>	Substantially complete. Stage 3 Road Safety Audit complete – officers reviewing report. Officers making arrangements for new tree planting.
Ashley Road/New Zealand Avenue	Measures to reduce overcrowding on pedestrian crossing and outside school entrance.	£130,000 <i>CIL funded (Total CIL award £130,000)</i>	Pedestrian improvements outside school entrance complete. Traffic signal improvements implemented. Officers met with the school community on 5 th November to review priorities.
A307 Portsmouth Road, Esher (near Scilly Isles)	New pedestrian refuge island to improve access to bus stops near Scilly Isles	£103,000 for three schemes <i>CIL funded (Total CIL</i>	Complete. Stage 3 Road Safety Audit complete; minor modification to road markings needed.

Location	Proposed works	Cost	Status
Between Streets by Painshill Park – near bus stops towards High Street	New pedestrian refuge island and improvements to dropped kerbs at side roads.	<i>award £160,000)</i>	Detailed design complete. Construction delayed due to need to move Virgin Media cable. Virgin Media assessed the site and discovered that they couldn't complete their diversion without a street light being moved first. Skanska moved the streetlight on 6 th February 2020. Now awaiting Virgin Media programme dates for their diversion, which would in turn enable programming of Kier to construct the scheme.
Portsmouth Road near Ditton Reach	New pedestrian refuge island and improvements to dropped kerbs at side roads.		Complete. Stage 3 Road Safety Audit works also complete. Committee to review this scheme in Spring / Summer 2020, and consider whether to promote further pedestrian crossing improvements.
Manor Road North to Giggs Lane along Claygate Lane	New cycle route	£24,000 <i>CIL funded (Total CIL award £25,000)</i>	Officers have reviewed the public consultation results with the relevant Divisional Members. Their view is that we should implement the original scheme of signs and road markings, and accept the risk of children cycling the wrong way down the one-way section of Claygate Lane. To resolve this would require a permanent closure of this one-way section at one end or the other.
Leatherhead Road, Oxshott	Pedestrian improvements	£5,000 PIC funded	Feasibility study in progress to investigate improvements to the pedestrian route to the south of the village centre, including: <ul style="list-style-type: none"> - Footway widening south of the Bear alongside Willow Croft - Footway widening at The Bear - Footway extension to the south of Old Farmhouse Drive and provision of a new island - Footway extension from Danes Hill to village centre
Terrace Road Shopping Parade	Implement missing link in cycle route	£20,000 CIL funded	Local community informed. Construction due to commence on 26 th February 2020.
St Matthew's School, Downside	Improved pedestrian facilities and new 20mph limit	£8,000 CIL funded	Complete. Needs Stage 3 Road Safety Audit.

ITEM 9

Location	Proposed works	Cost	Status
Borough wide mobility improvements – dropped kerbs and other minor pedestrian improvements across the Borough	Mobility improvements identified in: <ul style="list-style-type: none"> - Fleetside, West Molesey - Manor Road North, Hinchley Wood - Roundabout junction of Ashley Road, Stompond Lane and Ashley Park Avenue, Walton - Heath Road, High Street, Queens Road, Weybridge 	£143,000 CIL funded	Preparations being made to implement improvements.
Pine Grove, Weybridge	Measures to mitigate through traffic in the Triangle area	£64,000 CIL funded	Substantially complete. Needs Stage 3 Road Safety Audit.
Hare Lane Zebra Crossing improvements	Installation of improved street lighting and LED halo beacons	£9,300	Complete. Funding: 50% Local CIL 50% Claygate Parish Council general reserve
New Zealand Avenue junction with Oatlands Drive and Bridge Street	Revalidation of traffic signals to optimise operation.	£5,000	Officers making preparations for re-validation. Funding from monies set aside after Walton Bridge replacement project
Total expected investment in 2019-20		Approximately £903,700	

2.2.5 A public consultation for the **Stoke Road, Cobham, speed management scheme** was launched on 31st January 2020. The public consultation letter, catchment area for letters, written responses to the consultation, and the latest drawing are included in Annex B. Local Residents' Associations were also informed of the proposals. Letters were sent to 75 residential and business addresses. 66 responses were received altogether, of which 57 (87%) were supportive and 7 (11%) opposed. A number of respondents made comments, which will be taken into account as part of the ongoing design process – these comments are reproduced in Annex B.

2.2.6 Trial holes have also been completed on Stoke Road to identify utility services that may need to be diverted, or avoided by modification of the design of the scheme. It is recommended that Committee uses the CIL funding that has been awarded for this scheme to implement the scheme shown in Annex B, taking into account comments from residents. Subject to Committee's approval to implement the proposed scheme, it is still on track to be constructed by Christmas 2020.

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 8 below details progress to date with

these schemes. At the present time there is £3,000 remaining of the original £19,000 fund. Officers are discussing with the Divisional Member options for investing this remaining £3,000 to improve the Highway in Long Ditton.

Table 8 Long Ditton Trust Fund works

Location	Proposed works	Cost	Status
Parking area alongside Manny's in Fleece Road	Carriageway resurfacing	£6,800	Complete.
Planters in Fleece Road	Remove all existing vegetation, repair damage, plant with low growing shrubs and bulbs.	£7,300	New drought resistant planting now complete, including improvement of soil quality, mulching, etc.
Verge maintenance in Windmill Lane	Clearance of dead trees and excessive vegetation growth.	-	There is no sustainable way to maintain this area in the long term. In consultation with the Divisional Member a decision has been made not to cultivate this verge. We will cut back any vegetation that obstructs passage along the Highway as part of our routine Highway maintenance.
Verge at Rectory Lane junction with Church Road	Planting of the bank verge in consultation with Elmbridge Borough Council.	£1,900	Complete.
Ditton Hill Road	Construction of tree pit and planting of tree	£1,300	Complete.
Total anticipated cost		Approximately £17,300 (£19,000 available in total)	

2.3.2 Committee has approved a number of schemes to be funded using the £520,000 allocation from the parking surplus mentioned above. Table 9 below details progress to date with these schemes.

Table 9 Parking surplus funded programmes

Location	Proposed works	Cost	Status
Cycling related schemes and projects £100,000 allocated by Committee in December 2016 Reduced to £75,000 by Committee in December 2019			
Terrace Road Shopping Parade	Feasibility study and public consultation.	£3,500 final cost	£20,000 CIL bid approved by Elmbridge Borough Council in 2019. Progress detailed in Table 5 above.
A245 Byfleet Road footway works	Clearance works and dropped kerbs following previous petition to Local Committee.	£25,400 final cost	Complete. The footway is not suitable for designation as a shared surface without further significant works.

ITEM 9

Location	Proposed works	Cost	Status
Thames Ditton cycle parking	Installation of new cycle parking.	£7,600 final cost PIC funded	Completed August 2018.
Automatic cycle counters (Borough wide)	New sites, approximately £1,800 per site, sites to be determined.	£5,400 spent to date (£4,415 + £960 transferred)	No further counters to be installed following Committee's decision in December 2019.
Community fund	To deliver small improvements suggested by communities such as dropped kerbs.	-	Deferred following Committee's decision in 2019.
Promotion of 'code of conduct' and website	Publication of promotional materials.	-	Deferred following Committee's decision in 2019.
Cycle survey	Online survey of attitudes to cycling.	-	Complete but disappointing response. The Cycling Task Group's conclusion is that Elmbridge does not have a good network of cycle routes, which means that only confident cyclists, who are happy to use the main carriageway, are catered for.
Targeted cycle training / hardship fund	Subsidised cycle training.	£300 spent to date	No further interventions following Committee's decision in December 2019.
Bike Maintenance	Training course in bicycle maintenance.	-	Deferred following Committee's decision in 2019.
'Bikeability Plus' promotion in schools (replaces 'Bike-It')	Complete Bike-It programme, approximately £5,000 per school.	Up to £20,000 £5,400 spent to date (£TBC for transfer)	We are currently working with Heathside school to develop a bespoke 'independent cycling to school' award, which we are hoping to deliver during spring 2020.
Elmbridge bike hire	Feasibility study.	£3,000 final cost (£3,000 transferred)	Complete. The Cycling Task Group decided not to take this forwards any further.
Manor Road North to Giggs Lane along Claygate Lane	Feasibility study.	£2,600 final cost	£25,000 CIL bid approved by Elmbridge Borough Council in 2018. Progress detailed in Table 5 above.

Location	Proposed works	Cost	Status
A245 Byfleet Road Pedestrian / Cycle improvements	Feasibility study.	-	Highways England had been funding a feasibility study for a new cycle route connecting Cobham to Brooklands. The project has been put on hold by Highways England, who may consider allocation of funding in 2020 to restart the project.
B365 Seven Hills Road Cycle Route	Feasibility study.	£5,000	Feasibility complete – see Annex C. Committee is asked for approval to submit a bid for CIL funding to construct the scheme.
A309 Kingston Bypass cycle route between Woodstock Lane and the Scilly Isles	Feasibility study.	£5,000	Feasibility study in progress. Aiming for CIL bid in 2021.
Total anticipated cost		Approximately £77,800 Including £7,600 PIC funding (£53,200 spent to date including £7,600 PIC funding)	
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	£8,400 final cost	Feasibility study and traffic modelling complete. Local Members do not wish to proceed with improved pedestrian crossing facilities due to the likely impact on congestion. Officers are seeking cost estimates for new cycle racks.
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	£10,200 Including: £5,200 in 2017-18	Feasibility study complete and reported to Committee in March 2018. Following a review with Members and other Local Stakeholders, the detailed design is now complete for improved pedestrian crossing facilities and parking arrangements – see Annex D. Committee is asked for approval to submit a bid for CIL funding to construct the scheme.

ITEM 9

Location	Proposed works	Cost	Status
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.
Borough wide mobility improvements across Borough	Feasibility study to identify dropped kerbs and other minor pedestrian improvements across the Borough	-	Mobility improvements identified in: <ul style="list-style-type: none"> - Fleetside, West Molesey - Manor Road North, Hinchley Wood - Roundabout junction of Ashley Road, Stompond Lane and Ashley Park Avenue, Walton - Heath Road, High Street, Queens Road, Weybridge £143,000 CIL bid approved by Elmbridge Borough Council in 2019. Progress detailed in Table 5 above.
A317 Church Street and High Street, Weybridge	Review pedestrian crossings to alleviate congestion	£5,000	Feasibility study in progress with three elements: <ul style="list-style-type: none"> - Review of the traffic signal controlled crossings – to include technology options as well as different types of pedestrian crossing. - Review of the junction of Baker Street and High Street. - Review of the junction of Baker Street and Monument Hill. Aiming for CIL bid in 2021. The review of the junctions at either end of Baker Street is now complete – see Annex E. A number of options are available that will need to be reviewed with local stakeholders. Committee is asked for approval to submit a bid for CIL funding to construct the scheme.
Total anticipated cost		Approximately £45,200 (£35,200 spent to date)	
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.	£8,000 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.	£8,700 final cost	Road Safety Outside Schools Audit visit complete; feasibility report complete and reported to Committee in November 2018. No further action.

Location	Proposed works	Cost	Status
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. Progress detailed in Table 5 above.
St Matthew's School, Downside	Feasibility study for improved pedestrian facilities	£7,500 final cost	£8,000 CIL bid approved by Elmbridge Borough Council in 2019. Progress detailed in Table 5 above.
Total anticipated cost		Approximately £30,300 (£30,300 spent to date)	
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 incorporate into the Walton Road casualty reduction scheme.
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	Feasibility in progress. Some high priority sites have already been treated by the Road Safety Team. Officers to prepare a shopping list of potential improvements at different sites.
Pine Grove, Weybridge	Feasibility study for measures to mitigate through traffic in the Triangle area	£10,600 final cost	£64,000 CIL bid approved by Elmbridge Borough Council in 2019. Progress detailed in Table 5 above.
West Molesey	Feasibility study to tidy up and clarify existing restrictions for HGVs	-	Feasibility study complete and reported to Committee in March 2019. No further action.

ITEM 9

Location	Proposed works	Cost	Status
Walton Road between Esher Road and Avern Road	Casualty reduction	£8,000 Including: £3,000 in 2018-19	Feasibility complete – see Annex F. There is a range of issues along Walton Road, so this scheme will need to be split into different elements. The initial feasibility report focusses on options for improvements to pedestrian facilities. It is recommended to convene a meeting with the relevant Divisional and Ward Members to review this scheme, to decide which elements to prioritise, and agree the scope of any further feasibility work.
Station Road, Esher	Feasibility study to improve streetlighting underneath railway bridge	-	Streetlighting improvement complete. Funded from Local Committee revenue.
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	£8,000 Including: £6,100 in 2018-19	Feasibility study complete and passed to residents and Claygate Parish Council for review. Elmbridge Borough Council have indicated that strategic CIL funding would not be appropriate for this scheme. This means that the only way for this scheme to be implemented would be if Claygate Parish Council allocated CIL funding. Claygate Parish Council is considering whether to fund an extension to the original feasibility study. The original feasibility study is available on request.
Woodstock Lane South, Claygate	Investigation of new footway, speed management and safety improvements	£5,000	Feasibility in progress. Surveys have been commissioned but were vandalised. Aiming for CIL bid in 2021.
Sunbury Lane, Walton	New prohibition of traffic order to support the closure of the end of Sunbury Lane.	£2,000	Traffic regulation order advertised early 2019; no objections received; officers to arrange for order to be sealed. Need to install new signs.
Grotto Road junction with Thames Street, Weybridge	Pedestrian improvements	£5,000	Feasibility complete – see Annex G. There are a number of options for this scheme, which will need to be reviewed with local stakeholders. Committee is asked for approval to submit a bid for CIL funding to construct the scheme.
Grotto Road between Oatlands Drive and Marlborough Drive, Weybridge	Improved pedestrian route (and potentially new cycle route)	£5,000	Officers preparing bid for CIL funding to construct the scheme.

Location	Proposed works	Cost	Status
Ember Lane, Esher / Thames Ditton	Road Safety scheme at S-bends	£5,000	Officers preparing bid for CIL funding to construct the scheme.
Total anticipated cost		Approximately £56,500 (£25,600 spent to date)	
Potential major schemes £150,000 allocated by Committee in December 2016			
Esher Transport Study	<p>Study to investigate causes and possible mitigations of congestion in and around Esher.</p> <p>Funding package includes: £50,000 parking surplus £50,000 CIL contribution £58,000 PIC to deliver the casualty remedial scheme</p>	<p>£158,000</p> <p>Including costs to 31/3/2019: £42,200 parking surplus £39,800 PIC £30,000 CIL £112,000 total</p>	<p>Traffic surveys – complete</p> <p>Casualty remedial scheme for Esher Green – in the 5 years before this scheme was implemented, there were an average of 7 incidents involving casualties each year at this site. In the year since the scheme was completed, initial data suggests that the number of incidents involving casualties is significantly less. Need to keep this site under review and consider whether further measures are needed.</p> <p>Lammas Lane speed limit change – complete.</p> <p>Scilly Isles and Café Rouge junction – outline design complete – see Annex H. Committee is asked for approval to submit a bid for CIL funding to construct the scheme.</p> <p>Optimisation scheme – The review and revalidation of the existing traffic signals started in October 2019. Initial appraisal of the existing traffic signals included in Annex I. Officers commissioning topographical, traffic and pedestrian surveys. Outline design to commence once surveys have been completed. Outline design complete for a quick win amendment in Copsem Lane to extend the northbound right turn lane on the approach to Milbourne Lane – see Annex K. Committee is asked for approval to submit a bid for CIL funding to implement this quick win.</p>
Brooklands Transport Study	Study to investigate causes and possible mitigations of congestion on the approaches to Brooklands.	£100,000	Traffic surveys completed in September / October 2019. Awaiting results.

ITEM 9

Location	Proposed works	Cost	Status
Total anticipated cost		Approximately £258,000 including £58,000 PIC funding (£42,200 Parking Surplus spent to date) (£39,800 PIC spent to date) (£30,000 CIL spent to date)	
Further allocation £150,000 allocated following March 2019 Committee meeting			
Blundel Lane	Provision of pedestrian / cycle / equestrian route over railway bridge	£10,000	Traffic surveys completed in September / October 2019. Awaiting results. Aiming for CIL bid in 2021.
Hersham Bypass	Pedestrian Crossing and speed management improvements – to incorporate Princess Alice Roundabout and western end of Lammas Lane	£10,000	Feasibility study in progress. Aiming for CIL bid in 2021.
Total anticipated cost		Approximately £20,000	

2.3.3 Subject to Committee's approval, applications for CIL funding will be submitted to Elmbridge Borough Council for eight schemes altogether, to facilitate construction next Financial Year 2020-21. Officers will inform Committee as to the outcomes of these applications. Copies of the application forms are available on request.

2.4 Parking

2.4.1 Implementation of the 2018/19 review is ongoing. The report on the outcome of the 2019/20 review was presented to the local committee in December 2019. Committee agreed with the recommended proposals and added a couple including some sort of parking scheme in Wey Road and Round Oak Road, Weybridge, the details of which are to be worked out prior to advertisement. Committee also agreed to a consultation with residents of Jubilee Villas, Weston Green Road, Esher about a possible resident permit parking scheme, the results of which showed strong enough support for it to be included in the advertised proposals. The advert is being prepared and is currently scheduled to be published in February 2020.

Other highway related matters

2.5 Customer services

2.5.1 The total number of enquiries received in the calendar year 2019 was 126,399, an average of 10,533 per month. This represents a decrease of approximately 14% from the total received in 2018. This reflects the milder winter and the work that has taken place to improve the website and online reporting.

2.5.2 The decrease in defect reports is reflected in the balance of enquiries between SCC and Kier. All reports are categorised at the point of logging, either

www.surreycc.gov.uk/elmbridge

automatically through the website or by officers. Safety defects are directed to Kier with the remainder passed to the SCC local office for further investigation. During 2018 the average split was 47% SCC and 53% Kier, in 2019, because of the reduction in reports this has increased the proportion sent to SCC to 51%.

2.5.3 For Elmbridge specifically, 12,080 enquiries were received between January and December of which 6,252 were directed to the local area office for action, of these 97% have been resolved. This is slightly above the countywide average of 96%.

2.5.4 Since January 2019, Highways & Transport have received 150 Stage 1 complaints. Sixty one were escalated to Stage 2, of which the Service has been found to be partially or fully at fault in 18 cases. In addition ten have been escalated to the Local Government Ombudsman, the Service was found to be partially at fault in one case.

2.6 Gully cleaning

2.6.1 No update at the time of writing this report.

2.7 Street lighting

2.7.1 No update at the time of writing this report.

2.8 Major schemes

2.8.1 The delivery of the **Brooklands Business Park Accessibility Project** project is currently scheduled up until March 2021. As part of this Local Enterprise Partnership project, £230k has been allocated to improve bus stop facilities to encourage more sustainable travel choices and provide better links with Weybridge town centre and the railway stations at Weybridge, Byfleet and New Haw, and West Byfleet. A range of improvements have been identified, including providing accessible kerbing, new and/or improved waiting facilities and the provision of real-time passenger information, which are currently being progressed.

2.8.2 It is important that buses are able to access stops to provide step-free access, to ensure that all passengers are able to board and alight safely, especially those with limited mobility, wheelchair users or those with push chairs. That is why as part of this scheme, it is proposed to add new bus stop clearways or amend existing ones with appropriate carriageway markings, in order to protect the bus stop and allow buses to safely serve the stops. These clearways will be enforceable Monday to Saturday for 24 hours a day, to reflect the operations of the bus services in this area.

2.8.3 It is therefore recommended that the Elmbridge Local Committee approve the bus stop clearways listed in Table 10, and shown in Annex J, as part of the Brooklands Business Park Accessibility LEP scheme.

Table 10 Proposed bus stop clearways

	Stop name	Direction	Length (m)	Notes
1	Weybridge Station A Heath Road	Weybridge	23m	Add a bus cage to replace a 23m section of the single yellow line
2	Weybridge Station B Heath Road	Byfleet	23m	Add a bus cage to replace a 23m section of the single yellow line
3	Weybridge Station C Brooklands Road	Weybridge	Layby	Add a bus cage for the whole layby
4	Weybridge Station D Brooklands Road	Byfleet	Layby	Add a bus cage for the whole layby
5	Weybridge Station North Hanger Hill	Weybridge	23m	Add a bus cage to replace a 23m section of the single yellow line. Note, this stop is being relocated 17.5m further north east to accommodate the pedestrian accessibility improvements on the roundabout and the cage will be located according to the new stop
6	Elgin Road Heath Road	Weybridge	23m	Add a bus cage to replace a 23m section of the single yellow line
7	Elgin Road Heath Road	Byfleet	23m	Add a bus cage to replace a 23m section of the single yellow line
8	Melrose Road Heath Road	Weybridge	23m	Add a bus cage to replace a 23m section of the single yellow line, to end at the white zig zag line
9	Locke King Road Brooklands Road	Weybridge	Layby	No new lining, but add a clearway plate to ensure enforceability
10	Locke King Road Brooklands Road	Byfleet	17m	Add a 17m bus cage to start from the end of the pedestrian crossing
11	Wellington Way Wellington Way	Weybridge	Layby	No new lining, but add a clearway plate to ensure enforceability
12	Wellington Way Wellington Way	Woking	Layby	No new lining, but add a clearway plate to ensure enforceability
13	Barnes Wallis Drive Barnes Wallis Drive	Weybridge	Layby	New yellow lining to replace existing white advisory lining and add a clearway plate to ensure enforceability

14	Byfleet and New Haw Station Byfleet Road	Brooklands	23m	Add a 23m bus cage to end prior to the left turn into Westfield Parade
15	Byfleet and New Haw Station Byfleet Road	Addlestone	23m	Add a 23m bus cage on carriageway

- 2.8.4 If Committee were to approve new bus stop clearways and bus cages, a consultation exercise would be completed by June 2020 with any affected frontages and feedback considered from respondents before a final decision is made. The lining works will then be programmed as a package of works and delivered by Quarter 3 of 2020/21 and clearway plates will be added to ensure they are enforceable bus stops.
- 2.8.5 Works to improve the pedestrian refuges outside Weybridge Station were taken forward in November and December 2019. Refuges were widened/installed at three locations near the station: across Heath Road, across Hanger Hill, and across the entrance to the station (Station Approach/Old Heath Road). Where the refuge has been widened across Heath Road, the final surface on the eastern footway is still to be completed. This has been planned to proceed with the Heath Road shared pedestrian/cycle path works to ensure one continual surface. The works completed were taken forward to improve pedestrian provision and safety in this busy location outside the station.
- 2.8.6 On the southern side of the railway, the pedestrian refuge across Brooklands Road by St. George's Avenue is also planned for widening. The detailed design work has been completed but dates for construction in 2020 are still to be confirmed.
- 2.8.7 The detailed design for the planned pedestrian/cycle path along Heath Road between Weybridge Station and Brooklands Lane has been completed and a contractor has been appointed to undertake construction. Construction is currently scheduled to start in mid-February 2020. Detailed design work has continued for other elements that form the project including the cycleway between the southern side of Weybridge Station and the Brooklands Community Park. This is currently programmed for construction to start in the summer of 2020.
- 2.8.8 Further information and updates are available from: <https://www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/major-transport-projects/elmbridge-major-transport-schemes>.
- 2.8.9 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 **casualty remedial scheme at Esher Green** is complete. Officers are monitoring casualties in partnership with Surrey Police, to assess whether the scheme has resulted in a reduction in the frequency of casualties at this junction. Early data suggests that the scheme has resulted in a reduction in the frequency of incidents involving casualties, but it is too early to know whether this is a new long term trend. Officers will report back to Committee
- www.surreycc.gov.uk/elmbridge

ITEM 9

in summer 2020. If the frequency of casualties were not to reduce to an acceptable level, officers would consult with the Esher Transport Study Task Group and make recommendations for what option to implement next.

- The **Lammas Lane speed limit change** is complete. Officers are investigating further measures to encourage drivers to obey the 30mph speed limit in the context of the Hersham Bypass feasibility study, which adjoins Lammas Lane. In the same study officers will consider options to reduce traffic speeds and improve pedestrian facilities at the Princess Alice Roundabout itself.
- The outline design for the **Scilly Isles and Café Rouge junctions** is complete – see Annex H. Committee is asked for approval to submit a bid for CIL funding to construct this scheme. It is likely that traffic modelling will need to be undertaken to provide evidence to support the CIL application.
- The preparatory work for the **Optimisation scheme** has now begun. The review and revalidation of the existing traffic signals started in October 2019 – this will involve adjusting the parameters controlling the existing traffic signals to make expedite traffic movement as much as possible within the constraints of the existing equipment and road geometry. Officers have prepared an initial appraisal report detailing the condition of the existing traffic signal equipment, with recommendations for upgrading – this is included in Annex I. Topographical, traffic and pedestrian surveys have also been ordered. Outline design of potential layout adjustments to ease traffic flow and provide new pedestrian crossing facilities will commence once these surveys have been completed. As a quick win it is proposed to extend the northbound right turn lane on Copsem Lane on the approach to Milbourne Road. A possible layout for this is included in Annex K. It is recommended to apply to Elmbridge Borough Council for CIL funding to implement this quick win during the next Financial Year 2020-21, while the more substantial elements of the Optimisation scheme are being developed.

2.8.10 The traffic surveys for the **Brooklands Transport Study** were completed in September / October 2019. Officers are awaiting the results of these surveys to be able to review them with the Task Group.

2.8.11 Following the **Walton to Halliford Transport Study**, officers are now making preparations to revalidate the traffic signals at the junction of New Zealand Avenue, Oatlands Drive, Walton Bridge Road, and Bridge Street. This revalidation should enable this junction to operate at its optimum capacity.

2.9 Centrally funded maintenance

2.9.1 Operation Horizon reports for 2019-20 are available on the Surrey County Council website. These reports list road that are due to be treated in the current Financial Year 2019-20. Also on the same page of the Surrey County Council website is the latest information regarding the Severe Weather Recovery programme, and lists of roads for consideration for future Financial Years or the Horizon programme. For more information please see here: <https://www.surreycc.gov.uk/roads-and-transport/roadworks-and-maintenance/horizon-highway-maintenance-investment-programme>.

2.10 Road safety

2.10.1 No update at the time of writing.

2.11 Passenger Transport

2.11.1 No update at the time of writing.

2.12 Other key information, strategy and policy development

2.12.1 No update at the time of writing.

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 AND VALUE FOR MONEY IMPLICATIONS:

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

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 It is an objective of Surrey Highways to take account of the needs of all users of the public highway.

7. LOCALISM:

7.1 The Local Committee prioritises its expenditure according to local priorities.

8. OTHER 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.
Sustainability (including Climate Change and Carbon Emissions)	A number of schemes being promoted by the Local Committee are intended to promote sustainable transport.
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	A number of schemes being promoted by the Local Committee

ITEM 9

	are intended to promote active travel.
--	--

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 This Financial Year's programmes are being delivered.
- 9.2 Recommendations are made to facilitate the development and delivery of next Financial Year's programmes.

10. WHAT HAPPENS NEXT:

- 10.1 The Area Team Manager will work with Divisional Members, the Chairman and Vice-Chairman to deliver this Financial Year's Divisional Programmes, and to develop next Financial Year's programme of investment.

Contact Officer: Nick Healey

Consulted: Divisional Members in relation to the amended budget allocations and capital LSR programme for 2020-21.

Annexes: Eleven

Sources/background papers: None
