



LOCAL COMMITTEE (ELMBRIDGE)

DATE: 29 NOVEMBER 2021

LEAD OFFICER: ZENA CURRY,
ENGAGEMENT AND COMMISSIONING TEAM MANAGER

SUBJECT: HIGHWAYS UPDATE

DIVISION: ALL

SUMMARY OF ISSUE(S):

New Road, Esher, is a privately owned and maintained road that has a full Public Highway right. The residents of New Road, who are the owners of the road, would like to implement a traffic calming scheme in the road.

The feasibility work for the Oxshott Village 20mph Zone is making progress.

Speed reducing measures on the approach to Esher Green, previously approved by Committee and implemented using developer (PIC) funding in March 2019, have resulted in significant reductions in the frequencies of accidents and casualties at the junction near the war memorial.

RECOMMENDATIONS:

The Local Committee (Elmbridge) is asked to:

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

REASONS FOR RECOMMENDATIONS:

New Road, Esher, is a privately owned and maintained road, which has a full Public Highway right. This means that while the residents, who are also the owners of this

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road, are responsible for the upkeep and any improvements to the road, only Surrey County Council as Highway Authority can approve changes that require a traffic regulation order to be made.

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

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 New Road, Esher, is a privately owned and maintained road, which has a full Public Highway right. The residents, who are also the owners of this road, are responsible for the upkeep and any improvements to the road. The Public Highway right means that any driver, cyclist, pedestrian, equestrian, etc is entitled to use New Road as a through route.
- 2.2 The residents of New Road have approached Surrey County Council to express concerns about the volume and nature of traffic using New Road as a through route. Discussions have been ongoing between officers, the Divisional Member and residents about possible responses to this over a number of years. The residents would like to promote and fund a traffic calming scheme for New Road. Only Surrey County Council as Highway Authority can approve changes that require a traffic regulation order to be made – for example a new speed limit – or legal notices associated with traffic calming.
- 2.3 Annex A contains a report supplied by the residents, together with a number of sketches and drawings showing the kind of measures the residents are considering. It is recommended to authorise the Engagement and Commissioning Team Manager to liaise with the residents to agree the details of a new 20mph limit and traffic calming scheme, and to undertake the necessary legal processes to facilitate these changes. The funding for this project is to be provided by the residents of New Road.
- 2.4 Annex B shows traffic speeds measured in Oxshott Village earlier this year. The traffic surveys were commissioned to support the Oxshott Village feasibility study, which the Local Committee is promoting. This study is investigating opportunities for speed and traffic management measures within the village, together with road safety improvements, in response to ongoing dialogue with local stakeholders and also a petition previously presented to the Local Committee.

- 2.5 By reference to Annex B, at traffic survey sites 3 and 4 (High Street and Warren Lane) the measured mean average speeds meet Surrey County Council's policy for setting the speed limit to 20mph without supporting physical measures. The threshold is a mean average speed less than or equal to 24mph. This means that it may be feasible to implement a new 20mph in the centre of Oxshott, with signs alone, relatively quickly and economically. Elsewhere in the village, mean average speeds are greater than 20mph, which means traffic calming measures would be required to lower the speed limit to 20mph. The implementation of a smaller signs-only 20mph Limit would not preclude the implementation of a larger 20mph Zone (with accompanying traffic calming) at a later stage, should a larger 20mph Zone prove feasible.
- 2.6 Therefore it is recommended that Committee authorises the Engagement and Commissioning Team Manager to agree the extent of a new 20mph Limit with the relevant members and local stakeholders, and to undertake any necessary legal procedure to implement the lower speed limit. Committee should note that at this stage no funding has been allocated to implement this scheme; however a signs-only 20mph Limit would be quite affordable either for the Local CIL board or for the Local Committee itself, subject to their respective regular prioritisation processes.
- 2.7 As part of the Esher Transport Study, the (then) member steering group asked for a casualty reduction scheme to be implemented at Esher Green as a quick win. The Local Committee provided funding for the feasibility study, and developer (PIC) funding was identified for implementation. The scheme involved the construction of road tables at the existing traffic signal-controlled crossings in both Lammas Lane and Church Road, and was completed by March 2019. There is now 30 months' accident data since the scheme was completed.
- Five years before scheme 35 accidents including 6 serious
46 casualties altogether
 - Three years before scheme 20 accidents including 2 serious
22 casualties altogether
 - 30 months after scheme 4 accidents including 1 serious
5 casualties altogether
- 2.8 Over the 30 years prior to the implementation of the two road tables there were an average of six accidents (eight casualties) a year. Although we don't have a full three (or five years) after scheme data, the indications are that there has been a significant reduction in accidents

3. OPTIONS:

- 3.1 As described above.

4. CONSULTATIONS:

- 4.1 As described above.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 As described 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 are intended to promote active travel.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 Authorisation is sought to enable residents of New Road, Esher, to move ahead with a traffic calming scheme.
- 9.2 Authorisation is sought to enable the Engagement and Commissioning Team Manager to move forwards with a new 20mph limit in Oxshott Village centre.
- 9.3 The speed reducing measures implemented in March 2019 on the approaches to Esher Green, appear to have resulted in a significant reduction in the frequency of accidents and casualties at the junction near the War Memorial.

10. WHAT HAPPENS NEXT:

- 10.1 The Engagement and Commissioning 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: Zena Curry, Engagement and Commissioning Team Manager

Consulted: See above.

Annexes: Two.

Sources/background papers: None