

LOCAL COMMITTEE (ELMBRIDGE)**DATE: 8TH MARCH 2021****LEAD OFFICER: NICK HEALEY, AREA HIGHWAY MANAGER****SUBJECT: HIGHWAYS UPDATE****DIVISION: ALL****SUMMARY OF ISSUE(S):**

On 5th February 2021 the Cabinet Member for Highways and Transport announced an additional £12M capital funding over the next three financial years to invest in Integrated Transport Schemes (ITS schemes) and confirmed £3M capital funding for maintenance schemes in 2021-22. These sums are to be shared between the eleven Local and Joint Committees.

Public consultations have been completed in relation to proposed Active Travel schemes in Baker Street in Weybridge, Bridge Road in East Molesey, and Thames Ditton High Street.

There is an ongoing problem with fly tipping in Pointers Road, Cobham.

RECOMMENDATIONS:

The Local Committee (Elmbridge) is asked to:

- (i) Delegate authority to the Area Highway Manager in consultation with the Chairman, Vice Chairman and Divisional Members to decide a programme of schemes for next Financial Year 2021-22 in which to invest the additional ITS funding (paragraphs 2.1.1 to 2.1.8 refer);
- (ii) Authorise the advertisement of a permanent traffic regulation order to convert the temporary Active Travel scheme currently deployed in Baker Street, Weybridge, into a permanent scheme, and to delegate authority to the Area Highway Manager to consider any objections in consultation with the Chairman, Vice Chairman and Divisional Member (paragraphs 2.2.1 to 2.2.5 refer);
- (iii) Agree to consulting the business community in Bridge Road, East Molesey, with a proposal for trial a specific weekend only pedestrian zone, and to agree to fund the trial in summer 2021 should the business community be supportive and should COVID-19 restrictions allow (paragraphs 2.3.1 to 2.3.4 refer);
- (iv) Agree to consulting the business community in Thames Ditton High Street, with a proposal for a trial of a new pedestrian area at the Lime Tree on weekends during summer 2021, and to agree to fund the trial should the business community be supportive and should COVID-19 restrictions allow (paragraphs 2.4.1 to 2.4.5 refer);
- (v) Authorise the advertisement of an amendment to the prohibition of traffic order that is currently in force in Pointers Road, Cobham, to move the starting point of the order approximately 90m to the southeast to a point just northwest of the entrance to Chatley Farm, to authorise the installation of a new gate at this location to prevent unauthorised access, and to delegate authority to the Area

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Highway Manager to consider any objections in consultation with the Chairman, Vice Chairman and Divisional Member (paragraphs 2.5.1 to 2.5.2 refer).

- (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:

A programme of schemes needs to be developed to invest Committee's share of the new allocation for ITS schemes in the next Financial Year 2021-22.

Committee is asked to agree next steps for the proposed Active Travel schemes in Baker Street, Bridge Road and Thames Ditton High Street.

An amendment to the prohibition of traffic order in Pointers Road, Cobham, would be beneficial to mitigate the problem with fly tipping in this location.

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 At the time of Committee's previous meeting in November 2020, it was anticipated that the Highways budgets available to the Local Committee next Financial Year 2021-22 would be in line with the council's Medium Term Financial Strategy (MTFS), as follows:

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

2.1.2 At the time it was recommended to allocate these budgets for 2021-22 as set out in Table 1 below.

Table 1 Previously agreed allocation of 2021-22 budgets

Allocation	Amount
Local Structural Repair (LSR – large scale patching) of carriageways and / or footways	£200,000 capital (approx. £22,000 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	£267,500

2.1.3 On 5th February 2021 the Cabinet Member for Highways and Transport announced an additional £12M capital funding over the next three financial years to invest in Integrated Transport Schemes (ITS schemes) and confirmed £3M capital funding for maintenance schemes in 2021-22. These sums are to be shared between the eleven Local and Joint Committee. This means that the budgets available to the Elmbridge Local Committee for next Financial Year 2021-22 are now as follows:

- Committee revenue: £0 (unchanged)
- Member revenue: £67,500 (£7,500 per Division – unchanged)
- Capital maintenance: £311,000 (increase of £111,000 from MTFS)
- Capital ITS: £444,000 (new funding)
- **Total: £822,500** (increase of £555,000 from MTFS)

2.1.4 This in turn means that Committee's budget allocations for 2021-22 are updated as follows in Table 2 below:

Table 2 Updated allocations of 2021-22 budgets

Allocation	Amount
Capital maintenance. For example Local Structural Repair (LSR – large scale patching) of carriageways and / or footways.	£311,000 capital (approx. £34,500 per Division – priorities to be agreed with Divisional Members)
Capital ITS. For implementation of Highway improvement schemes.	£444,000 capital (to be invested in individual schemes – see below)
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	£822,500

2.1.5 Committee has a well-established funding model for development and delivery of its annual ITS programme. Committee uses Parking Surplus funding to undertake feasibility studies, and then applies to Elmbridge Borough Council for CIL funding for implementation of schemes. This has been very successful and

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to date has resulted in £1.275M CIL being awarded for Highway improvement schemes across Elmbridge. Committee's prioritisation list of ITS schemes is presented in Annex A. Members will see that a good number of these schemes are progressing through feasibility, with others in the pipeline to follow.

2.1.6 The additional capital ITS funding enables Committee to implement Highway improvement schemes for which there the available CIL funding is not sufficient to cover the full cost. For example if Committee has developed a scheme through feasibility as a local priority, but the local CIL board cannot afford to implement the scheme, the additional capital ITS funding could be used to top up the available CIL funding, and enable schemes to be implemented that otherwise could not progress.

2.1.7 The additional ITS funding is intended to be for the next three financial years. In 2021-22 this funding will need to be allocated to schemes that are well advanced in terms of feasibility / design. For 2022-23 and 2023-24 there would be time to develop a scheme from Committee's prioritisation list that has not yet started its journey through feasibility. If a scheme were to require extensive public consultation, it may not be feasible to deliver within the three year timescale unless it is already well advanced.

2.1.8 It is recommended Committee delegates authority to the Area Highway Manager in consultation with the Chairman, Vice Chairman and Divisional Member to decide the programme of ITS schemes for next Financial Year 2021-22 to be funded with the additional funding. These schemes would be selected from the programme of feasibility / design work that Committee has been developing – as shown in Annex A – focussing on those that are furthest advanced. The Area Highway Manager would take into account availability of CIL contributions to assist in the delivery of selected schemes with the objective of maximising the total investment value for Elmbridge.

2.2 Baker Street, Weybridge, Active Travel Scheme

2.2.1 A temporary Active Travel scheme was deployed in Baker Street, Weybridge, in October 2020. The scheme comprises of a road closure to motor vehicles between Springfield Meadows and the entrance to Elmbridge Borough Council's car park. Pedestrian and cycle access has been maintained throughout. The scheme was suggested by Elmbridge Borough Council, and implemented as a trial as part of the Government's nationwide Active Travel programme.

2.2.2 The effect of the scheme has been to reduce substantially the volume of traffic using Baker Street as a through route. This in turn means the environment in Baker Street for pedestrians and cyclists has been much improved. There have been persistent calls from the local community to reduce the volume of through traffic in Baker Street over a number of years.

2.2.2 Since the scheme was first deployed we have received feedback suggesting that some in the local community have enjoyed the reduction in noise and traffic. Others in the local community have expressed concerns about aspects of the scheme. We received messages of support for the scheme from the late Cllr Andrew Davies, the Chairman of the Weybridge Business Group, and two members of the Weybridge Society committee.

2.2.4 In February 2021 a public consultation was arranged to give the community the opportunity to comment on whether to make the scheme permanent or not. The

results of the consultation should be available to the Committee before the meeting and will be published in a supplementary agenda

- 2.2.5 It is recommended to authorise the advertisement of a permanent traffic regulation order to convert the scheme currently deployed in Baker Street into a permanent scheme, and to delegate authority to the Area Highway Manager to consider any objections in consultation with the Chairman, Vice Chairman and Divisional Member. If Committee were to approve the conversion of this scheme to a permanent scheme, funding would be provided under the auspices of the Active Travel programme.

2.3 Bridge Road, East Molesey, Active Travel Scheme

- 2.3.1 As part of the Government's Active Travel programme Elmbridge Borough Council suggested that Bridge Road, East Molesey, would be a good location for an Active Travel scheme. Following discussions with local Divisional and Ward members, it was agreed to consult the local community to establish whether there would be support for a new pedestrian zone that could operate on weekends and bank holidays. This consultation took place in October 2020.

- 2.3.2 A total of 922 letters were sent out to the agreed consultee area, including 884 residential addresses, and 38 business addresses. 130 responses were received including 108 from residents and 18 from businesses. 76% of respondents were supportive of a pedestrian zone. Opinion was divided on the extent of the pedestrian zone and its times of operation. Further details of the consultation results have been shared with local Divisional and Ward members and are available on request.

- 2.3.3 The results and comments suggest a number of important factors to consider:

- There is an appetite for some form of weekend and / or bank holiday pedestrian zone on Bridge Road.
- There is no clear consensus among the local community on either the extent or operating times for a pedestrian zone.
- There is a significant split in views between the residents and businesses.
- Just under half of the businesses engaged with the consultation, so it is difficult to be confident of the business community's views on the proposal.

- 2.3.4 Officers reviewed the consultation results with local Divisional and Ward Members. It was agreed that there was merit in evaluating a pedestrian zone further, but it was felt that it would be imprudent to go ahead with the scheme without a clear understanding of the views of the business community. By the time the consultation was completed the funding available for Active Travel schemes was fully committed – meaning that if the scheme is to progress further, it would need to be funded by the Local Committee. It was agreed to put a proposal to the Local Committee to agree to consult the business community on a specific proposal for a trial weekend pedestrian zone, which could be tested in the summer of 2021, COVID-19 restrictions permitting, and also to agree to provide funding , in the event that the business community were to be supportive.

2.4 Thames Ditton High Street, Active Travel Scheme

2.4.1 As part of the Government's Active Travel programme Elmbridge Borough Council suggested that Thames Ditton High Street, would be a good location for an Active Travel scheme. A number of options were discussed with local Divisional and Ward members and it was agreed to consult the local community to establish whether there would be support for a trial of one of these options, on a full or part time basis. The option that was put to consultation would involve the temporary conversion of part of the carriageway near the Lime Tree to create a pedestrian area.

2.4.2 At the outset of the public consultation, officers arranged a virtual public forum to enable the local community to ask questions and raise concerns. The public consultation was then publicised via social media, and with posters in the shops in the High Street.

2.4.3 A total of 392 responses were received from the local community, including 350 residents, 14 local business owners and 9 employees of local businesses. 49% of respondents were supportive of the proposed pedestrian area on a full-time basis. A further 13% of respondents were supportive of the scheme to be implemented on a part-time basis. 38% of respondents were opposed to the scheme. There was no consensus on the days or times of operation of the scheme.

2.4.4 The results and comments suggested a number of important factors to consider:

- There is an appetite to try something new or different in Thames Ditton High Street, but there is no clear consensus as to what should be tried.
- There are concerns that a scheme might have a negative impact for on-street parking provision, which is currently free of charge, with some areas time limited to increase turnover.
- Elmbridge Borough Council have indicated that they would not consider providing free of charge parking in the Ashley Road car park, which some respondents felt would support the proposed Active Travel scheme.
- In the context of a potential impact on on-street parking there were concerns that passing trade for businesses would be inhibited, and also concerns that residents would find it more difficult to park near their homes.

2.4.5 Officers reviewed the consultation results with local Divisional and Ward Members. The appetite within the local community to try something new or different was acknowledged. It was also agreed that it was important to achieve consensus within the local community before any permanent change could be promoted. By the time the consultation was completed the funding available for Active Travel schemes was fully committed – meaning that if the scheme is to progress further, it would need to be funded by the Local Committee. It was agreed to put a proposal to the Local Committee to agree to consult the business community on a specific proposal for a trial weekend only scheme, which could be tested in the summer of 2021, COVID-19 restrictions permitting, and also to agree to provide funding , in the event that the business community were to be supportive.

2.5 Pointers Road, Cobham

- 2.5.1 Over the years there have been problems with fly tipping and antisocial behaviour at the north-western end of Pointers Road, Cobham. In 2003 in response to these issues Committee agreed to implement a prohibition of traffic order to make it unlawful for motor vehicles to proceed beyond a point 90m northwest of the entrance to Chatley Farm. At the time a gate was installed at this point, and a prohibition of traffic sign installed by the entrance to Chatley Farm.
- 2.5.2 Unfortunately the problem with fly tipping re-emerged – with perpetrators tipping waste in the 90m section between Chatley Farm and the gate that was installed in 2003. It is therefore proposed to amend the prohibition of traffic order to make it unlawful for motor vehicles to proceed beyond the entrance to Chatley Farm, and to install a gate at this location to prevent unauthorised access. Access for pedestrians, equestrians and cyclists would be maintained. It is proposed to pay for the amendment to the traffic order and the new gate from the parking surplus.

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 Recommendations have been made to facilitate the development and delivery of the 2021-22 ITS programme, the next steps with three Active Travel schemes in Weybridge, East Molesey and Thames Ditton, and an amendment to the prohibition of traffic order in Pointers Road, Cobham.

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: See above.

Annexes: One.

Sources/background papers: None
