

Agenda

Elmbridge
Local Committee

**We welcome you to
Elmbridge Local Committee**
Your Councillors, Your Community
and the Issues that Matter to You

Discussion

Update - *Colin Kemp, Cabinet Member for Highways*
Highways Update – *Nick Healey*
Walton on Thames and Hersham Parking Review –
Adrian Harris



Venue

Location: Council Chamber,
Elmbridge Civic Centre,
High Street, Esher, KT10
9SD

Date: Thursday, 14 September
2017

Time: 4.00 pm



You can get involved in the following ways

Get involved

Ask a question

If there is something you wish know about how your council works or what it is doing in your area, you can ask the local committee a question about it. All local committees provide an opportunity to raise questions, informally, for up to 30 minutes before the formal business of the meeting starts. If an answer cannot be given at the meeting, they will make arrangements for you to receive an answer either before or at the next formal meeting.

Write a question

You can also put your question to the local committee in writing. The committee officer must receive it a minimum of 4 working days in advance of the meeting.

When you arrive at the meeting let the committee officer (detailed below) know that you are there for the answer to your question. The committee chairman will decide exactly when your answer will be given and may invite you to ask a further question, if needed, at an appropriate time in the meeting.

Sign a petition

If you live, work or study in Surrey and have a local issue of concern, you can petition the local committee and ask it to consider taking action on your behalf. Petitions should have at least 30 signatures and should be submitted to the committee officer 2 weeks before the meeting. You will be asked if you wish to outline your key concerns to the committee and will be given 3 minutes to address the meeting. Your petition may either be discussed at the meeting or alternatively, at the following meeting.

Attending the Local Committee meeting

Your Partnership officer is here to help.

Email: nicola.morris@surreycc.gov.uk

Tel: 07968 832 177 (text or phone)

Website: <http://www.surreycc.gov.uk/elmbridge>



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This is a meeting in public.

Please contact **Nicola Morris, Partnership Committee Officer** using the above contact details:

- If you would like a copy of this agenda or the attached papers in another format, e.g. large print, Braille, or another language
- If you would like to attend and you have any **additional needs, e.g. access or hearing loop**
- If you would like to talk about something in today's meeting or have a local initiative or concern.

Surrey County Council Appointed Members

Mr John O'Reilly, Hersham (Chairman)
Dr Peter Szanto, East Molesey & Esher (Vice-Chairman)
Mr Mike Bennison, Hinchley Wood, Claygate & Oxshott
Mr Nick Darby, The Dittons
Rachael I. Lake, Walton
Mrs Mary Lewis, Cobham
Mr Tim Oliver, Weybridge
Mr Ernest Mallett MBE, West Molesey
Mr Tony Samuels, Walton South and Oatlands

Borough Council Appointed Members

Cllr David J Archer, Esher
Cllr Andrew Davis, Weybridge Riverside
Cllr Barry Fairbank, Long Ditton
Cllr Roy Green, Hersham Village
Cllr Peter Harman, St George's Hill
Cllr Malcolm Howard, Walton South
Cllr Andy Muddyman, Weybridge Riverside
Cllr Mrs Mary Sheldon, Hersham Village
Cllr Graham Woolgar, Walton Central

Chief Executive
David McNulty

Borough Council Substitute Members

Tricia Bland, Thames Ditton
Andrew Burley, Oxshott & Stoke D'Abernon
Victor Eldridge, Molesey West
Cllr Christine Elmer, Walton South
Michael Freeman, Weybridge Riverside
Andrew Kelly, Walton North
Mary Marshall, Claygate
Cllr Dorothy Mitchell, Cobham and Downside
Cllr Chris Sadler, Walton Central

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If you have any queries regarding this, please contact the Partnership Committee Officer at the meeting.

PART 1 IN PUBLIC

OPEN FORUM

Before the formal Committee session begins, the Chairman will invite questions from members of the public attending the meeting. Where possible questions will receive an answer at the meeting, or a written response will be provided subsequently.

1 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

To receive any apologies for absence and notices of substitutions from Borough members under Standing Order 39.

2 CHAIRMAN'S ANNOUNCEMENTS

To receive any Chairman's announcements.

3 WRITTEN PUBLIC QUESTIONS AND STATEMENTS

To answer any questions or receive a statement from any member of the public who lives, works or studies in the Elmbridge Borough area in accordance with Standing Order 69. Notice should be given in writing or by email to the Partnership Committee Officer at least by 12 noon four working days before the meeting.

4 PETITIONS

To receive any petitions in accordance with Standing Order 68. Notice should be given in writing or by e-mail to the Partnership Committee Officer at least 14 days before the meeting. Alternatively, the petition can be submitted on-line through Surrey County Council's e-petitions website as long as the minimum number of signatures (30) has been reached 14 days before the meeting.

One new petition has been received. An officer response will be provided at the meeting:

St Mary's Road, Long Ditton – objection to the proposal to remove existing parking restrictions as advertised in the Moleseys and Dittons parking review.

5 MINUTES OF PREVIOUS MEETING

To approve the Minutes of the previous meeting as a correct record.

6 DECLARATIONS OF INTEREST

All Members present are required to declare, at this point in the meeting or as soon as possible thereafter

- (i) Any disclosable pecuniary interests and / or
- (ii) Other interests arising under the Code of Conduct in respect of any item(s) of business being considered at this meeting

NOTES:

- Members are reminded that they must not participate in any item where they have a disclosable pecuniary interest
- As well as an interest of the Member, this includes any interest, of which the Member is aware, that relates to the Member's spouse or civil partner (or any person with whom the Member is living as a spouse or civil partner)
- Members with a significant personal interest may participate in the discussion and vote on that matter unless that interest could be reasonably regarded as prejudicial.

7 MEMBER QUESTION TIME

To receive any written questions from Members under Standing Order 47. Notice should be given in writing to the Partnership Committee Officer by 12.00 noon four working days before the meeting.

8 COLIN KEMP, CABINET MEMBER FOR HIGHWAYS - UPDATE [FOR INFORMATION]

Colin Kemp, the Cabinet Member for Highways will provide a verbal update on current highways matters.

9 HIGHWAYS UPDATE [EXECUTIVE FUNCTION - FOR DECISION] (Pages 9 - 118)

This report summarises progress with the Local Committee's programme of Highways works for the current Financial Year 2017-18.

Committee is asked to agree the strategy for allocation of Local Committee budgets for next Financial Year 2018-19.

10 WALTON ON THAMES AND HERSHAM PARKING REVIEW [EXECUTIVE FUNCTION - FOR DECISION] (Pages 119 - 182)

To consider the outcome of a review of parking in Walton on Thames and Hershams, and some changes to parking, waiting and loading restrictions.

11 FUTURE OF PARKING REVIEWS IN ELMBRIDGE [EXECUTIVE FUNCTION - FOR DECISION] (Pages 183 - 188)

To consider how future parking reviews within the borough will be undertaken.

12 LOCAL COMMITTEE DECISION TRACKER [FOR INFORMATION]

(Pages 189 -
192)

This item provides an update on previous decisions and actions agreed by the Committee.

13 DATE OF NEXT MEETING [FOR INFORMATION]

Monday 4 December 2017 at 4.00pm, Elmbridge Civic Centre.

DRAFT

Minutes of the meeting of the
Elmbridge LOCAL COMMITTEE
 held at 4.00 pm on 26 June 2017
 at Council Chamber, Elmbridge Civic Centre, High Street, Esher, KT10 9SD.

Surrey County Council Members:

- * Mr John O'Reilly (Chairman)
- * Dr Peter Szanto (Vice-Chairman)
- * Mr Mike Bennison
- * Mr Nick Darby
- * Rachael I. Lake
- * Mrs Mary Lewis
- * Mr Ernest Mallett MBE
- * Mr Tim Oliver
- * Mr Tony Samuels

Borough / District Members:

- * Cllr David J Archer
- * Cllr Andrew Davis
- * Cllr Barry Fairbank
- * Cllr Roy Green
- * Cllr Peter Harman
- * Cllr Malcolm Howard
- * Cllr Andy Muddyman
- * Cllr Mrs Mary Sheldon
- * Cllr Graham Woolgar

* In attendance

15/17 APPOINTMENT OF CHAIRMAN AND VICE-CHAIRMAN OF THE LOCAL COMMITTEE FOR 2017/18 [Item 1]

The appointment by Council of Mr John O'Reilly as Chairman and Dr Peter Szanto as Vice-Chairman of the Local Committee for the current municipal year was noted.

16/17 APPOINTMENT OF BOROUGH COUNCIL MEMBERS [Item 2]

Several county councillors expressed concern, that as it is not possible for them to be substituted, opportunities are not equal if there is always a full attendance of Elmbridge Borough Councillors. The Chairman commented that it is important for both authorities to work together to make the best use of resources in these tough times. A recorded vote was requested:

The following members voted IN FAVOUR of permitting substitutes: John O'Reilly, Peter Szanto, Nick Darby, Tim Oliver, Tony Samuels, Cllrs David Archer, Andrew Davis, Barry Fairbank, Roy Green, Peter Harman, Malcolm Howard, Andy Muddyman, Mary Sheldon and Graham Woolgar. The

ITEM 5

following members voted AGAINST Mike Bennison, Rachael I Lake and Ernest Mallett. It was therefore:

Resolved [by 14 votes FOR to 3 against]:

To co-opt substitutes for Borough Council members for the municipal year 2017/18.

The Local Committee noted that at the Elmbridge Borough Council's first meeting of this municipal year, 9 Borough Councillors and 9 substitutes were appointed to serve on the Local Committee for the municipal year 2017-2018. David McNulty, Chief Executive, has now confirmed these appointments, the substitute members being appointed subject to the decision above.

Reasons: Standing Order 40(f) requires the Committee at its first meeting in the municipal year to agree whether it wishes Borough Council members to be permitted to have substitutes

17/17 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 3]

Apologies for absence were received from Mary Lewis.

18/17 CHAIRMAN'S ANNOUNCEMENTS [Item 4]

There were no announcements.

19/17 WRITTEN PUBLIC QUESTIONS AND STATEMENTS [Item 5]

There were no public questions.

20/17 ADJOURNMENT [Item 6]

There were 10 members of the public present. One informal question was asked and an answer was provided.

21/17 PETITIONS [Item 7]

Declarations of Interest: None

Officers attending: Peter Shimadry, Senior Traffic Engineer

Petitions, Public Questions/Statements: 3 petitions were received

Petition (a) – Matt Moore outlined the issues in Felcott Road and the impact on local residents many of whom have no off-street parking and young children. He requested a similar scheme to that in place in West Grove.

Petition (b) – Ruth Burns outlines the difficulties in crossing Steels Lane, which although not in the immediate vicinity of the school is used by many parents and children. There is evidence of a number of near misses, although fortunately none have been serious so far. Parking restrictions in the area had been tightened recently with the idea that parents would park away from the school area and cross at this junction. She welcomed the suggestion of working with the Sustainable Travel Team as a first step towards finding a solution.

Petition (c) – Dr Alan Wright presented the petition. He expressed his disappointment in the officer response. He accepted that there may not be a complete solution available, but felt that signs advising that the area is not suitable for HGVs and 20mph signs would improve the situation as a relatively low cost first step and that further work should be done to look at the options available.

There was no indication of any further public questions or statements so the Committee moved to debate the options.

Member Discussion – key points

Petition (a) - Members suggested that a restriction should be considered for all day rather than an hour given that many of the people parking in this area are not commuters and that Felcott Close should be included. It was noted that there is a public car park near by which has capacity for more vehicles.

Petition (b) – Members were supportive of the petition. However, it was recognised that the current budget situation may limit the opportunities for substantial work in the area.

Petition (c) – Members were supportive of the petition and recognised the issues in the area. It was noted that there are yellow lines due to be put in place shortly and it would be useful to evaluate whether speeds increase in the area as a result as parked cars currently act to slow vehicles. The Senior Traffic Engineer commented that it would be difficult and costly to ban HGVs effectively from the area, but advisory signs may be beneficial. The speed management policy currently requires traffic calming to be installed before a 20mph limit can be put in place unless mean speeds are already close to 20mph. It was noted that funding is not currently available for a feasibility study, but that the area could be considered if funding becomes available.

Resolved:

(a) Felcott Road, Hersham

- (i) That the petition request be considered as part of the parking review taking place in Walton and Hersham, the results of which will be brought to the next meeting of the Committee for consideration.

(b) Steels Lane, Oxshott

- (ii) That the Sustainable Travel Team be asked to review the area in the vicinity of The Royal Kent Church of England Primary School and contact the school as necessary to discuss the various initiatives available and the need for a safety assessment.
- (iii) Following this assessment, that consideration be given to adding this area to the list of road safety outside schools schemes in paragraph 2.11 of Item 11 of this agenda for a feasibility study to be carried out to assess options.

(c) **The Triangle, Weybridge**

- (iii) That the wider Triangle area, as well as Pine Grove, be included on the list of potential schemes maintained for the Committee and reviewed with consideration to funding and priorities when funding becomes available.
- (iv) That, pending any wider scheme, consideration be given to the installation of advisory signs to discourage the use of this area by non-essential HGVs, subject to costs and availability of funding.

Reasons: To consider and take forward where appropriate the issues raised in the petitions submitted to the Local Committee.

22/17 MINUTES OF PREVIOUS MEETING [Item 8]

The minutes were confirmed as a correct record.

23/17 DECLARATIONS OF INTEREST [Item 9]

There were no declarations of interest.

24/17 MEMBER QUESTION TIME [Item 10]

There were no member questions.

25/17 HIGHWAYS UPDATE [Item 11]

Declarations of Interest: None

Officers attending: Peter Shimadry, Senior Traffic Engineer

Petitions, Public Questions/Statements: None

Member Discussion – key points

Members were concerned about roads in the area which are not currently included in the Horizon Project, are deteriorating and may previously have been improved using Local Committee funding. The Engineer responded that there is a statutory duty to keep the highway safe and that the roads will continue to be inspected and safety defects addressed.

Members felt that it was often difficult to get information on the progress and timescales for highway projects that they could pass to residents. The engineer reported that there is now a works communication team who produce and send out leaflets to residents when work is starting. It is sometimes difficult to give precise dates for work, but the service is working on improving communication.

Dr Szanto proposed that the Committee should reassess the proposal from residents and businesses, as part of the recent Molesey parking review, for a one hour restriction in roads near Hampton Court Station to discourage commuter parking in this area. There is space available for commuters in the station car park. A survey had shown that 82% of households and 88% of traders supported the proposals and they felt that reasons cited for not including this in the previous review were not valid. Members were generally

in favour of looking at this again, provided that there is an independent review by officers of all the data and the displacement issues are taken into account. The proposal was seconded by Cllr Sheldon and unanimously agreed.

Members requested a report to a future meeting of the Committee, to consider the current arrangements for conducting parking reviews and whether there should be a return to whole Borough reviews in future.

Resolved:

- (i) To introduce new bus stop clearways in Bridge Street and Ambleside Avenue, Walton on Thames, and in Milbourne Lane, Esher, as detailed in Annexes B, C and D of the report;
- (ii) To 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;
- (iii) To reassess the proposal for a one hour residents restriction in roads near Hampton Court Station, to deal with the current displacement of all day commuter parking in these roads, instead of the station car park, as residents and traders feel the proposals they submitted at the time of the review were not given the due consideration they merited. That a report be brought, outlining options, to a future meeting of the Committee. That the advertisement of any proposed changes arising from the Molesey and Dittons parking review agreed by the Committee in October 2016, which may be impacted by this reassessment, be deferred until such time as it is confirmed they are not impacted.

Reasons:

Programmes of work have been agreed in consultation with the Committee. 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.

To respond to residents requests for a review of the parking restrictions proposed in the vicinity of Hampton Court Station.

26/17 LOCAL COMMITTEE COMMUNITY SAFETY FUNDING AND REPRESENTATION ON TASK GROUPS AND EXTERNAL BODIES [Item 12]

Declarations of Interest: None

Officers attending: Nicola Morris, Partnership Committee Officer

Petitions, Public Questions/Statements: None

Resolved: that

- (i) The committee's delegated community safety budget of £3,000 for 2017/18 be retained by the Community Partnership Team, on behalf of the Local Committee, and that the Community Safety Partnership

and/or other local organisations be invited to submit proposals for funding that meet the criteria and principles set out at paragraph 2.4 of the report.

- (ii) Authority be delegated to the Community Partnership Manager, in consultation with the Chairman and Vice-Chairman of the Local Committee, to authorise the expenditure of the community safety budget in accordance with the criteria and principles stated at paragraph 2.4 of the report.
- (iii) The committee receives updates on the project(s) that was funded, the outcomes and the impact it has achieved.
- (iv) The committee approves the membership of the task groups and appointments to outside bodies, as set out below for the 2017/18 municipal year:
 - a) The Elmbridge Community and Safety Partnership – Mr John O'Reilly
 - b) Elmbridge Business Network – Dr Peter Szanto
 - c) Elmbridge Old Person's Advisory Body – Mr Ernest Mallett
 - d) Parking Task Group – SCC members: Mr John O'Reilly, Dr Peter Szanto; Elmbridge BC members: Cllr Roy Green, Cllr Andrew Davis
 - e) Cycling Task Group – SCC members: Mr John O'Reilly, Rachael I Lake, vacancy; Elmbridge BC members: Cllr Andrew Davis, Cllr Ian Donaldson and Cllr Janet Turner
 - f) Esher Transport Study Member Task Group – SCC members: Mr Tim Oliver, Dr Peter Szanto; Elmbridge BC members: Cllr David Archer
 - g) Walton to Halliford Transport Study Member Steering Group – no appointments made as the Elmbridge aspect of this project is largely complete.
 - h) Brooklands Transport Study Member Steering Group – SCC members: Mr Tim Oliver, Mr John O'Reilly; Elmbridge BC members: Cllr Peter Harman
 - i) Hinchley Wood Schools Road Safety Improvements Member Task Group – SCC members: Mr Mike Bennison, Mr Nick Darby; Elmbridge BC members: to be confirmed by Borough Council

Reasons: The report sets out a process for allocating the committee's delegated community safety budget of £3,000 to local organisations. It also proposes local committee task group membership for the forthcoming year to enable the provision of informed advice and recommendations to the committee. The appointment of councillors of the Local Committee to external bodies enables the committee's representation on and input to such bodies.

27/17 LOCAL COMMITTEE DECISION TRACKER [Item 13]

Declarations of Interest: None

Officers attending: Nicola Morris, Partnership Committee Officer

Petitions, Public Questions/Statements: None

Member Discussion – key points

Noted in relation to the installation of the bus clearways in Effingham Road, Long Ditton that letters are currently being drafted to send to residents, prior to installation.

Members asked whether it would be possible to burn off redundant school keep clear markings. The Engineer agreed to look into the cost of doing this.

Noted the progress made with previous actions.

28/17 DATE OF NEXT MEETING [FOR INFORMATION] [Item 14]

Thursday 14 September 2017 at 4.00pm, Elmbridge Civic Centre

Meeting ended at: 6.01 pm

Chairman

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)

DATE: 14TH SEPTEMBER 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 2017-18.

Committee is asked to agree the strategy for allocation of Local Committee budgets for next Financial Year 2018-19.

RECOMMENDATIONS:**The Local Committee (Elmbridge) is asked:**

- (i) To approve the allocation of £40,000 from its anticipated 2018-19 budget to continue to support Street Smart for a further Financial Year (paragraphs 2.1.7 to 2.1.15 refer);
- (ii) To approve the allocation of £38,636 from its anticipated 2018-19 budget for Local Structural Repair (LSR – smaller scale resurfacing) of sites drawn from the list in Annex C (paragraphs 2.1.6 to 2.1.14 refer);
- (iii) To approve the review of the existing road signs at Esher Green (paragraphs 2.3.4 to 2.3.6 and Annex F refer);
- (iv) To approve the implementation of one new road table at each of the existing pedestrian crossings in both Lammas Lane and Church Street, including the advertising of the necessary legal notice (paragraphs 2.3.4 to 2.3.6 and Annex F refer);
- (v) To appoint three Members to a cross boundary Walton to Halliford Transport Study Steering Group (paragraphs 2.6.6 to 2.6.7 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:

The recommendations are intended to facilitate delivery of the 2016-17 Highways programmes funded by the Local Committee and to facilitate development of Committee's 2017-18 Highways programmes, while at the same time ensuring that the Chairman, Vice Chairman and relevant Divisional Members are fully and appropriately involved in any detailed considerations

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 2017-18 as follows:
 - Revenue: £40,909
 - Capital: £36,364
 - Capital overspend carried forward from 2016-17: £36,438
 - Total: £40,835
(2017-18 budget £77,273 minus 2016-17 carry forward £36,438)
- 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 June it was reported to Committee that there had been a £41,000 underspend in the 2016-17 revenue budget. The principal reasons for this underspend are as follows:
 - The resolution of accruals relating to the 2015-16 revenue budget resulted in a £6,518.82 accrual surplus in 2016-17.
 - The budget recorded in the Council's financial system (SAP) was £8,541 greater than the budget recorded in the budget operating spreadsheet.
 - The transfer of funding from revenue to capital budgets was £13,668 less than intended.
 - Orders of total value £6,226.19 were recorded as commitments in the budget operating spreadsheet but were neither completed nor accrued before the end of the Financial Year.
 - The contribution to Kier's depot and staffing overhead was £5,108.18 less than expected.
- 2.1.4 On 2nd June 2017 the Area Highway Manager consulted with the Local Committee and agreed Highways budget allocations for the Financial Year 2017-18. These are shown in Table 2 below:

Table 2 Agreed allocation of budgets for 2017-18

Approved allocation	Amount
Street Smart	£40,000
Unallocated – these monies will be used for day to day maintenance.	£835
Total	£40,835

- 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 completed 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 2 below.

Table 2 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	£89,000	£9,900	£11,000
£50,000 for pedestrian crossing schemes	£25,000	£1,800	£25,000
£50,000 for Road Safety Outside Schools schemes	£15,000	£4,800	£35,000
£20,000 for other ITS schemes	£10,000	-	£10,000
£150,000 for potential major schemes	£150,000	£15,700	-
Total	£289,000	£32,200	£81,000

- 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.
- 2.1.7 It is recommended that Committee agrees its strategy for spending next Financial Year's budgets. This would facilitate early preparation of the 2018-19 programmes of Highways works and in turn timely delivery of these programmes after the start of the new Financial Year in April 2018.
- 2.1.8 In line with the Medium Term Financial Plan
(<https://www.surreycc.gov.uk/your-council/council-tax-and-finance/medium->

[term-financial-plan](#)) that was agreed by Surrey County Council's Cabinet on 28th March 2017, the Highways budget allocations for the eleven Local and Joint Committees for 2018-19 are expected to be:

- £465,000 revenue (£42,273 per Committee)
- £400,000 capital (£36,364 per Committee)

2.1.9 Therefore Committee is asked to agree its strategy for spending the 2018-19 budgets based on an anticipated total combined capital and revenue budget of £78,636. This would be an increase of approximately 1.8% compared to 2017-18.

2.1.10 There are essentially three activities in which the Local Committee may invest its Highways budgets:

- Day to day maintenance of the Highway network (revenue only);
- Larger scale maintenance schemes (revenue or capital);
- Improvement schemes (revenue or capital)

2.1.11 Improvement schemes vary in cost considerably. Officers maintain a list of possible Integrated Transport Schemes (ITS schemes), which are listed in Annex B in priority order. A number of these schemes are the subject of ongoing feasibility studies, funded from the parking surplus, with a view to submitted bids for CIL funding for implementation in due course. Officers also maintain a list of possible maintenance schemes, which are listed in Annex C.

2.1.12 In previous Financial Years Committee have allocated a share of the Highways budgets to each Division, to enable the Members in each Division to prioritise schemes according to local priorities. It is not recommended that the 2018-19 budgets be divided between Divisions, as this would result in each Division's share being so small it would be difficult to achieve anything meaningful.

2.1.13 In previous Financial Years Committee have allocated £40,000 to support Elmbridge Borough Council's Street Smart service. This service has proved itself to be very useful to Members, as a means of responding to minor vegetation issues.

2.1.14 It is recommended to allocate £40,000 from the 2018-19 budget to continue to support Street Smart for a further Financial Year. It is recommended to allocate £38,636 from the 2018-19 budget for Local Structural Repair (LSR – smaller scale resurfacing) of sites drawn from the list in Annex C.

2.1.15 If Committee were to approve these recommendations, Officers would make recommendations to Committee at its December meeting as to which roads in Annex C are the highest priority for treatment. In this scenario Committee's ITS programme would continue to be funded from the parking surplus.

2.2 Local Committee capital works programme

2.2.1 There is no Local Committee funded capital works programme in the current Financial Year 2017-18.

2.2.2 However the Local Committee is able to promote a programme of works funded through external sources. Table 3 below details progress with these externally funded schemes. In addition the Lammas Lane speed management feasibility study, which had been funded by the Local Committee during 2016-17, is now complete – this scheme is also recorded in Table 3.

Table 3 Externally funded schemes

Location	Proposed works	Cost	Status
Danes Hill, Oxshott	New footway – feasibility study.	£27,000	Feasibility study complete. Danes Hill school have decided to move forward with detailed design for one recommended element and implementation of another. <i>Funded by Danes Hill School.</i>
Lammas Lane, Esher	Speed Management	-	Speed assessment report complete, and presented in Annex D. See comments below.
Stoke Road	Reduce speed limit to 30mph	£3,900	VAS now installed. Due to report speed survey results to Committee in December 2017. <i>CIL funded.</i>
Burwood Road junction with Pleasant Place	Pedestrian and traffic management improvements	£34,000	Construction of road table adjacent to mini roundabout now complete. Final phase of project due to be constructed this Financial Year. <i>Funding includes CIL contribution.</i>
Queens Road, Weybridge	Pedestrian crossing(s) feasibility study	£15,400	Due to be constructed this Financial Year. <i>PIC funded.</i>
Long Ditton Schools	School safety measures	£50,500	The results of public consultation for other elements of this project were reported to Committee in February 2017. The detailed design for these other elements is now in progress, and are due to be constructed this Financial Year. Legal notice for the Ditton Hill Zebra Crossing imminent. <i>CIL funded.</i>

Location	Proposed works	Cost	Status
Total expected investment		Approximately £103,800	

2.2.3 The Lammas Lane speed assessment report is now complete, and is presented in full in Annex D. The report was commissioned following a request from Surrey Police's Road Safety and Traffic Management Team to review the speed limit. The report recommends to move the 30mph / 40mph terminal signs to the east of the Princess Alice roundabout. This would mean the roundabout itself would be within a 40mph limit. Surrey Police's Road Safety and Traffic Management Team are supportive of the recommended change. As well as highlighting the changes in road environment at a more appropriate location, the proposed option would set more realistic speed limits for the location, which would aid the Police in their enforcement efforts. Officers will now work to identify possible sources of funding to be able to deliver the recommended change. When funding has been identified, the Area Highways Manager will seek authorisation from the Local Committee to advertise the necessary legal order.

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 4 below details progress to date with these schemes.

Table 4 Long Ditton Trust Fund works

Location	Proposed works	Cost	Status
Parking area alongside Manny's in Fleece Road	Carriageway resurfacing	£10,000	Complete.
Planters in Fleece Road	Remove all existing vegetation, repair damage, plant with low growing shrubs and bulbs.	£3,500	Discussions ongoing with the Divisional Member with regard to weed clearance. Planter repair to follow. Planting and ongoing maintenance will need careful consideration due to the constraints of the site.
Verge maintenance in Windmill Lane	Clearance of dead trees and excessive vegetation growth.	£3,650	No progress to date.
Verge at Rectory Lane junction with Church Road	Planting of the bank verge in consultation with Elmbridge Borough Council.	£1,800	Have discussed site with Divisional Member. Quotations obtained for works. Divisional Member leading on consultation with neighbouring residents.

Location	Proposed works	Cost	Status
Total anticipated cost		Approximately £19,950	

2.3.2 In December 2016 Committee approved a number of schemes to be funded using an allocation from the parking surplus totalling £370,000. Table 5 below details progress to date with these schemes.

Table 5 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.	£5,000	Feasibility study in progress.
A245 Byfleet Road footway works	Clearance works and dropped kerbs following previous petition to Local Committee.	£12,000	Detailed design in progress. Need to check what area is available within the Highway boundary.
Thames Ditton cycle parking	Installation of new cycle parking.	£10,000	Planning application submitted April 2017 ref 2107/1115; awaiting outcome at time of writing. Planning authority have suggested a relocation nearer to the sub-station and we are currently awaiting the view of UK Power Networks.
Automatic cycle counters (Borough wide)	New sites, approximately £1,800 per site, sites to be determined.	Up to £10,000	Transport Studies Team undertook one-day manual count on A307 adjacent to Sandown Park (total two-way flows of 493 over 12 hours) and closer to the border with Kingston near the junction with St Leonards Road (total two-way flows of 730 over 12 hours). Permanent counters now installed at both locations.
Community fund	To deliver small improvements suggested by communities such as dropped kerbs.	£10,000	On hold at request of members Cycling Task Group.

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Location	Proposed works	Cost	Status
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	Now planned for April 2018.
Targeted cycle training / hardship fund	Subsidised cycle training.	£5,000	Will follow and be informed by the ‘cycle survey’ above.
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	We now intend to start April 2018; by starting in the new financial year we will be able to reclaim from DfT Biekability Plus fund.
Elmbridge bike hire	Feasibility study.	£3,000	Draft report received August 2017.
Manor Road North to Giggs Lane along Claygate Lane	Feasibility study.	£5,000	Feasibility study in progress.
Total anticipated cost		Approximately £89,000	
Pedestrian Crossing schemes £50,000 allocated by Committee in December 2016			
A307 Portsmouth Road, Esher	Feasibility study for pedestrian refuge island to improve access to bus stops near Scilly Isles	£5,000	Feasibility study in progress.
Hersham Station	Feasibility study for improved pedestrian crossing facilities	£5,000	Feasibility study in progress.
Portsmouth Road near Ditton Reach	Feasibility study for new pedestrian crossing facilities	£5,000	Feasibility study in progress.
Walton High Street	Feasibility study for new (or replacement) Zebra Crossing between the Heart and Boots	£5,000	Feasibility study in progress.

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	£5,000	Feasibility study in progress.
Total anticipated cost		Approximately £25,000	
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.	£5,000	£250,000 CIL bid was approved by Elmbridge Borough Council's Cabinet on 7 th June 2017. Public consultation being prepared in consultation with the Member Task Group.
Milbourne Lane	Feasibility study to follow Road Safety Outside Schools Audit.	£5,000	Need to arrange Road Safety Outside Schools Audit.
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	£5,000	Feasibility study in progress.
Total anticipated cost		Approximately £15,000	
Other schemes £20,000 allocated by Committee in December 2016			
Scilly Isles	Feasibility study for revised road to improve safety, prevent blocking and improve flow through junction	£5,000	Feasibility study in progress. Study has been extended to include the junction of Portsmouth Road with Station Road.

Location	Proposed works	Cost	Status
Bridge Road	Feasibility study for pedestrian and road safety improvements to address very narrow footways and pattern of cycling casualties.	£5,000	Design brief has been issued to Design Team.
Total anticipated cost		Approximately £10,000	
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.	£100,000 Includes £50,000 CIL contribution	See comments below and Annexes C and D.
Brooklands Transport Study	Study to investigate causes and possible mitigations of congestion on the approaches to Brooklands.	£100,000	Officers will be arranging a meeting of the Member Steering Group in due course.
Total anticipated cost		Approximately £200,000	

2.3.3 The initial surveys for the Esher Transport Study are now complete. The survey report is included in Annex E. One of the major findings of the report is that on any given term time weekday approximately 84% of vehicles in Esher Town Centre are “through” traffic, with neither origin nor destination within Esher. Officers have reviewed the report and its findings with the Member Task Group. The Task Group agreed that the remaining budget should be used to develop a “do minimum” scheme, which would include:

- Optimisation of the traffic signal operation;
- An investigation of options to provide new pedestrian crossing facilities where gaps currently exist (for example there is currently no controlled crossing over the exit road from the Civic Centre, at its junction with Portsmouth Road);
- All within the existing road layout.

2.3.4 The Esher Transport Study Task Group asked officers to investigate measures that could be delivered quickly to mitigate the high frequency of casualties at the junction of Lammas Lane, Church Street, and Esher Green.

A number of options have been developed and presented to the Task Group for discussion. These options are detailed and appraised in a feasibility report included in Annex F.

2.3.5 The feasibility report recommends a progressive phased approach to the implementation of some of the options. The recommended phased delivery includes monitoring and review following completion of the different stages. This is intended to enable an evidence based decision to be made before the implementation of successive phases. If the casualty frequency reduces following implementation of the early phases, it may not be necessary to deliver all the suggested phases. It is recommended to implement Phase One and Two of the suggested options in Annex F with the objective of reducing the frequency of casualties at the subject junction. These phases include:

- A review existing signage to ensure that clear and concise information is provided.
- Placing the existing controlled pedestrian crossings in both Lammas Lane and Church Street on raised road tables.

2.3.6 In this context it is recommended to authorise the advertisement of statutory notices for two road tables at the pedestrian crossings in Church Street and Lammas Lane. If the recommendations were to be approved, Officers would commence the detailed design for Phase One and Two, and explore funding options for construction in consultation with the Task Group.

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 proposals for the **Moleseys and Dittons** and **Esher, Claygate, and Hinchley Wood** were advertised on 18th August, with a closing date for comments and objections of 22nd September (a 5 week period, rather than the usual 4, because of the school holidays).

2.4.3 For **Walton and Hersham** site visits and assessments, along with discussions with county and borough councillors and meetings of the parking task group, have taken place, with a report due to go to the local committee meeting on 14th September.

Other highway related matters

2.5 Customer services

2.5.1 The total number of enquiries received for the six months between January and June 2017 is 65,281, an average of 10,880 per month. The average for the first quarter January to March was 12,368 per month. The second quarter generally sees a reduction in enquiries and this is line with the seasonal trend. Compared to the same period last year this is a reduction of approximately 11%, for January to June 2016, 73,632 were received at an average of 12,272. The Service has been working hard to improve the information available to residents and customers to remove the need for them

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to contact us about routine matters and this reduction can be partly attributed to this work.

- 2.5.2 For Elmbridge specifically, 6,543 enquiries have been received since January of which 3,637 (56%) were directed to the local area office for action, of these 95% have been resolved. This response rate is slightly above the countywide average of 94%.
- 2.5.3 For the first half of 2017, Highways received 197 Stage 1 complaints of which 22 were for the Elmbridge area. These mainly concerned communication and service delivery. In addition three have been escalated to stage 2 of the complaints process where the service was not found to be at fault in any of these. One complaint was referred to the Local Government Ombudsman but no fault was found.
- 2.5.4 The Service has recently undergone its annual Customer Service Excellence review. This is undertaken by an independent, external body licenced by the Cabinet Office. This recognised the continued improvements that have been made and has recommended retention of the award for a further three years. The assessment highlighted a number of areas of best practice including “the investment in time to keep the roadworks information updated. The clarity and customer focused language used has assisted in Surrey being the most accessed area nationally on www.roadwork.org.” Members can sign up via the website to receive email alerts for works in their area. Surrey Highways & Transport is using two schemes; Runnymede Roundabout and a drainage scheme on the A22 to trial the use of proactive messaging. Customers can register to receive updates during the course of the works rather having to contact us or check the website for the latest position. If successful it is intended to roll this out to all major schemes.

2.6 Major schemes

- 2.6.1 Committee will recall that an expression of interest was submitted to the Enterprise M3 Local Enterprise Partnership (LEP) for a Brooklands Sustainable Transport Package (STP), to be considered for Local Growth Deal 3 funding. The LEP have agreed the merits of the proposal and requested a formal business case be prepared.
- 2.6.2 The objective of the project will be to enhance sustainable links between Brooklands and Weybridge rail station and the town centre, improve travel choice and ensure the resilience of the existing infrastructure. This will include improvements to cycling, walking, road safety, signage and passenger transport facilities. Options are being considered and costings developed to enable a rate of return to be calculated, as required by the LEP.
- 2.6.3 Particularly, plans and designs, for the long mooted cycle route from the community park to the station and onwards along Heath Road, and into the town centre are being developed. Dialogue with land owners, and wider consultation towards implementing statutory orders, is being progressed. The project is being led by the County Council, in close partnership with the Borough who have specific interest where the route will pass through open space land, the station car park and common land at Heath Road. Elmbridge Countryside Consultative Group has fully supported the proposals, as has an informal meeting of local members, and formal support will work its way through the Elmbridge scheme of delegation. This will be critical to the

www.surreycc.gov.uk/elmbridge

submission to the Secretary of State, for approval to the proposals that will sit on common land.

- 2.6.4 The business case is being prepared for £2.5m of which 25% will need to be provided locally. The Borough Council will consider a formal proposal to provide this from CIL receipts in due course.
- 2.6.5 The LEP are expected to announce requests for the next round of formal business case submissions before the end of 2017.
- 2.6.6 Officers are making preparations for traffic surveys to inform the development of the Walton to Halliford Transport study. These surveys will include the junction of Walton Bridge Road and Walton Lane, and the junction of Walton Bridge Road, New Zealand Avenue, Oatlands Drive, and Hepworth Way, as these two junctions were considered to have a substantial impact on the movement of traffic on the south side of Walton Bridge. Once the results of these surveys are available, the implications for a number of junctions in Elmbridge will need to be discussed, and decisions made as to the next steps.
- 2.6.7 It is recommended to appoint three Members to a cross boundary Walton to Halliford Transport Study Steering Group, to complement the three Members that were appointed by the Spelthorne Joint Committee to this Steering Group in July 2017.

2.7 Centrally funded maintenance

- 2.7.1 Operation Horizon reports for 2017-18 are available on the Surrey County Council website. These reports list road that are due to be treated in the current Financial Year 2017-18. 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 Annex G contains information on road casualties in Surrey in the 2016 calendar year, and also trends in casualties between 1994 and 2016.

2.9 Passenger Transport

- 2.9.1 There was no update at the time of writing.

2.10 Other key information, strategy and policy development

- 2.10.1 Over the coming months Officers will be reviewing the Elmbridge Local Transport Strategy in preparation for consultation with and approval by Committee.

<u>3. OPTIONS:</u>

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- 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.

<u>4. CONSULTATIONS:</u>

- 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.

<u>5. FINANCIAL IMPLICATIONS:</u>
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- 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.

7. CONCLUSION AND RECOMMENDATIONS:

- 7.1 This Financial Year's programmes are being delivered.
- 7.2 Members are asked to approve the strategy for spending next Financial Year's budgets.
- 7.3 Members are encouraged to work with Officers to identify individual schemes for next Financial Year's Divisional Programmes.

8. WHAT HAPPENS NEXT:

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

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

Consulted: N / A

Annexes: 7

Sources/background papers: None

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Elmbridge Local Committee parking account

Item	Income	
1	On street parking account surplus 2013/14 (60% of £201,186.64)	£ 120,711.92
2	On street parking account surplus 2014/15 (60% of £338,107.00)	£ 202,864.00
3	On street parking account surplus 2015/16 (60% of £353,323.39)	£ 211,994.03
4	On street parking account surplus 2016/17 (assumed) should arrive 31/03/18	£ 200,000.00
5	On street parking account surplus 2017/18 (assumed) should arrive 31/03/19	£ 200,000.00
	Total	£ 935,569.95
	Expenditure	
1	Engineer from 1 July 2015 to 31 March 2016	£ 24,000.00
2	Engineer from 1 April 2016 to 31 March 2017	£ 40,000.00
3	Engineer from 1 April 2017 to 31 March 2018	£ 40,000.00
4	Engineer from 1 April 2018 to 30 June 2018	£ 10,000.00
5	2014 parking review implementation	£ 11,219.00
6	2014 parking review advert	£ 4,323.60
7	Cobham parking review advert	£ 3,171.17
8	Cobham parking review implementation	£ 11,823.00
9	P&D machines replacement	£ 45,000.00
10	Hinchley Wood schools feasibility study 2016/17	£ 4,751.52
11	Esher Transport Study	£ 10,000.35
12	Weybridge parking review advert estimate	£ 6,000.00
13	Weybridge parking review implementation estimate	£ 15,000.00
14	Moleseys' and Dittons' review advert estimate	£ 6,000.00
15	Moleseys' and Dittons' review implementation estimate	£ 15,000.00
16	Esher, Claygate and Hinchley Wood review advert estimate	£ 6,000.00
17	Esher, Claygate and Hinchley Wood review implementation estimate	£ 15,000.00
18	Walton and Hersham review advert estimate	£ 6,000.00
19	Walton and Hersham review implementation estimate	£ 60,000.00
20	Walton CPZ consultation estimate (£50,000.00)	£ ————
21	Lines and signs maintenance estimate	£ 10,000.00
22	Cycling strategy allocation 2016/17	£ 100,000.00
23	Integrated transport schemes development allocation 2016/17	£ 270,000.00
24	Cycling strategy allocation 2017/18	£ 50,000.00
	Total	£ 763,288.64
	Projected balance at 31 March 2018*	-£ 27,718.68

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Schemes currently subject to feasibility studies	County Division
A307 Portsmouth Road, Esher - Pedestrian refuge island improved access to bus stops near Scilly Isles	East Molesey and Esher
Pedestrian Crossing facilities by Hersham Station	Hersham
Milbourne Lane pedestrian crossing - suggested by Stuart Selleck. Road Safety Outside Schools	East Molesey and Esher
Scilly Isles - revise road markings (e.g. yellow box or KEEP CLEAR, lane designation and signs) to improve safety, prevent blocking and improve flow through junction	East Molesey and Esher
Portsmouth Road pedestrian crossing near Ditton Reach - added to list by Committee following petition to committee Feb 2015	The Dittons
Walton High Street - new (or replacement) Zebra Crossing between the Heart and Boots	Walton South and Oatlands; Walton
Bridge Road pedestrian improvements	East Molesey and Esher
Ashley Road/New Zealand Avenue crossing improvements - resolve overcrowding on pedestrian crossing traffic island. Road Safety Outside Schools	Walton South and Oatlands; Walton
Between Streets pedestrian crossing(s) by Painshill Park - near bus stops and safety improvements towards High St	Cobham
Other	County Division
Esher High Street pedestrian crossing(s) - suggested by Stuart Selleck. Pending outcome of Esher Transport Study	East Molesey and Esher
Esher Road pedestrian crossing (near Mole Bridge) - suggested by Stuart Selleck - on hold pending bridge replacement	East Molesey and Esher
Baker Street - public realm improvements.	Weybridge
Weybridge Station Accessibility - feasibility complete. Discussions ongoing re Heath Road (common land issues, etc)	Weybridge
A245 Byfleet Road Pedestrian / Cycle improvements - included in cycling strategy	Weybridge
Seven Hills Road Cycle Route - included in cycling strategy	Hersham, Weybridge
For ranking:	
West Molesey traffic order - tidy up and clarify existing restriction for HGVs	West Molesey
Walton Road between Esher Road and Avern Road Casualty reduction / 20mph / pedestrian improvements.	West Molesey, East Molesey and Esher

Other	County Division
Esher High Street pedestrian crossing(s) - suggested by Stuart Selleck. Pending outcome of Esher Transport Study	East Molesey and Esher
Esher Road pedestrian crossing (near Mole Bridge) - suggested by Stuart Selleck - on hold pending bridge replacement	East Molesey and Esher
Baker Street - public realm improvements.	Weybridge
Weybridge Station Accessibility - feasibility complete. Discussions ongoing re Heath Road (common land issues, etc)	Weybridge
A245 Bylet Road Pedestrian / Cycle improvements - included in cycling strategy	Weybridge
Seven Hills Road Cycle Route - included in cycling strategy	Hersham, Weybridge

For ranking:	
West Molesley traffic order - tidy up and clarify existing restriction for HGVs	West Molesley
Walton Road between Esher Road and Avern Road	
Casualty reduction / 20mph / pedestrian improvements.	West Molesley, East Molesley and Esher

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Maintenance suggestions for Elmbridge

Tony Samuels Walton South and Oatlands

Road Name	Treatment	Dimensions (m)	Estimated Cost(£)	Officer recommendations
Woodlands Grove	LSR		£ 40,000.00	
Brockley Combe	LSR		£ 30,000.00	Bellmouth with St Mary's Road plus worst patches. Please note some patching done in 2013
St Michael's Close	Footway		£ 10,000.00	One side only
St Martin's Drive	LSR		£ 28,000.00	Suggested by Malcolm Howard

Rachael Lake Walton

Road Name	Treatment	Dimensions (m)	Estimated Cost(£)	Officer recommendations
Churchfield Road	Footway		£tbc	Suggested by Cllr Lake
Cottimore Lane / Ambleside Avenue	LSR	Gap in new surface...		Suggested by Rachael Lake

Nick Darby The Dittons

Road Name	Treatment	Dimensions (m)	Estimated Cost(£)	Officer recommendations
Thames Ditton High Street / Summer Road	LSR	From fountain RAB to Riversdale Road	£100,000 + Road Tables	Suggested by Peter Hickman
Speer Road	LSR	Summer Road end beyond Warwick Road	£ 55,000.00	Suggested by Peter Hickman
Speer Road junction with Warwick Road	LSR	6m by 6m	£ 1,000.00	Suggested by Peter Hickman
j/o Portsmouth Road and Simpson Way	Carriageway patch in HRA	50m2	£ 7,000.00	Junction in poor condition due to previous Thames Water drainage issues
Weston Green Road	LSR	From the station to Hampton Court Way	£200,000 + £31,200 for 11 pairs of speed cushions and 1 road table	
The Woodlands	LSR		£ 110,000.00	Suggested by Peter Hickman: "This road is an HGV route to the depot and industrial units."
Douglas Road	LSR		£ 150,000.00	
St Leonard's Road	LSR		£120,000 + 10x Road Tables	Suggested by Peter Hickman
River Avenue	LSR		£55,000 +7x Road Tables	Suggested by Peter Hickman
Wentworth Close	tbc	Concrete slabs lifting?	£23,000 + Slab repairs if needed	Suggested by Peter Hickman. Was on Horizon
Grove Way	Replace existing overlay	Concrete base	£ 130,000.00	Suggested by Peter Hickman. Concrete base sound might be worth considering thermal patching if trials are ok
Grove Way junction with The Woodlands and Woodend	LSR	400sqm for junction	£ 14,400.00	This is the only section of Grove Way that isn't concrete.
Portsmouth Avenue	LSR		£114,000 +7x Road Tables	Suggested by Peter Hickman
Elm Tree Avenue	LSR	215m	£ 35,500.00	Some recent patching but other areas in poor condition. May be able to do some large patches but would be better to surface whole road
Station Road, Esher	New lighting under bridge	Railway bridge		Suggested by Tania Shipley. Will need 4x new light fittings to be attached to bridge approx £4,000
Rectory Close, Long Ditton	LSR	Aprox 140m length	£ 20,000.00	Following petition
Alexandra Road junction with River Bank and Queens Road and onward to end of cul de sac	LSR	Large patch	£ 8,000.00	Suggestion from Peter Hickman

Traffic humps near the Olde Swan and Red Lion	LSR		tbc	Suggestion from Peter Hickman
Railings around station need replacing	Railings	50 panels	£ 10,000.00	Suggestion from Peter Hickman
Thisledene/Ennismore Gardens	LSR	Large patch at junction	£ 15,000.00	Suggestion from Peter Hickman
Rushett Road	LSR	tbc	tbc	Suggestion from Peter Hickman
Lovelace Road	LSR	tbc	tbc	Suggestion from Peter Hickman: "This is in my opinion the worse road in the Dittons. (nb. the Kingston part is perfect !)"
St Mary's Road	LSR	tbc	tbc	Suggestion from Peter Hickman: "parts are sinking"
Aragon Avenue	LSR	tbc	tbc	Suggestion from Peter Hickman
High Street / Summer Road	Renew 12 pairs of cushions and 6 road tables	n / a	£ 33,600.00	Suggestion from Peter Hickman

Peter Szanto East Molesey and Esher

Road Name	Treatment	Dimensions (m)	Estimated Cost(£)	Officer recommendations
Matham Road		500m	£ 82,500.00	Poor surface condition. Very poor in patches good candidate for overlay.
Hansler Grove	LSR	250m	£ 41,000.00	Reasonable kerb height should be ok for LSR needs doing + complaints from residents. Need to wait until Paragon development has concluded
Church Road	Footway slurry	236m x 2	£ 8,500.00	Vine Road to Palace Road
Bridge Gardens Bell Mouth		130m2	£ 4,000.00	Very patched but very little change to condition over past two years
Bell Road	LSR/Patches	50m	£ 8,500.00	End of road. Patches done 2015
Arbrooke Lane	LSR	allowing 1200m2 for patches	£ 34,000.00	
Park Road, East Molesey	LSR		£ 40,000.00	Suggested by Stuart Selleck. Walked and costed May 2015
Station Road, Esher	New lighting under bridge	Railway bridge	£ 4,000.00	Suggested by Tania Shipley. Could need up to 4x light fittings to be mounted on bridge.

Mike Bennison Oxshott, Clayagte, Hinchley Wood

Road Name	Treatment	Dimensions (m)	Estimated Cost(£)	Officer recommendations
Beaconsfield Road j/w Fitzlan	Carriageway Patch	15m x 15m	£3,000 max	needs a patch carriageway way in poor condition
Southwood Gardens	overlay			concrete c/w sound but overlay failing in centre. Would not recommend overlay. Could consider thermal patching
Oaken Lane around scout hut	Carriageway patch HRA	300m around scout hut to Manor Road North	£ 45,000.00	needs HRA due to traffic Volume.
Woodstock Lane o/s The Oaks		200m	£ 33,000.00	Could reduce length to area immediately o/s The Oaks if wishing to limit costs
Red Lane	LSR	188m	£ 31,000.00	From St Leonards Road to Marilyn Close
Brooklands Road Hinchley Wood	footway scheme	130 x2	£ 30,000.00	footway construction needs to be improved along road side as parking on footway has damaged existing. May need to combine with slurry.
Brooklands Road Hinchley Wood	Patch	300m2	£ 2,000.00	Junction with Portsmouth Road
Broom Hall	Footway slurry	450	£ 8,000.00	Footways very much in need of treatment. Slurry should be ok but may need additional pre patching
Sheath Lane	LSR	at the end by the railway bridge	tbc	Large scale patching done early 2016.
High Street	LSR	Full length	£ 60,000.00	Suggested by Mike Bennison Need to review site following Thames Water repairs to leaking fresh water pipes.
Elm Road	LSR	Full length	£ 40,000.00	Suggested by Mike Bennison

John O'Reilly Hersham

Road Name	Treatment	Dimensions (m)	Estimated Cost(£)	Officer recommendations
The Heronry	LSR	180m	£ 29,000.00	Just starting to break up. Standard carriageway construction would be a good site to select
Kenwood Drive	LSR	450m	£ 74,000.00	Just starting to break up. Standard carriageway construction would be a good site to select
Vaux Crescent	Patching	2x 20m	£ 3,000.00	Some crazing of asphalt cw and small pot holes. This year could resolve with pot hole repairs and patches at Bell Mouths this year but will need resurface in next two years
Vaux Crescent	Footway		On Horizon Programme	Suggested by Margaret Hicks
Burwood Close j/w Burwood Road		100m2	£ 2,500.00	Concrete c/w not too bad. Bell mouth only needs work
Thistlecroft	LSR	120m	£ 19,000.00	Numbers 4-48. Several deteriorating trenches. Will need work in next year or two.
Queens Road	LSR	745m	£ 120,000.00	Westcar Lane Roundabout to j/w Burwood Road. Poor condition , utility trenches. Good candidate
Burhill Road	LSR	600m2	£ 23,000.00	From Burhill Road to Police Station Road. Poor condition due to previous history of carriageway flooding good candidate
Thrupps Lane	LSR	400m	£ 66,000.00	Poor condition. Very thin surface construction many patches +pot holes
Russet Close	Patch	40m	£ 6,000.00	Not too bad. Could consider short section (40m) to T junction
Southdown Road		1700m2	£ 61,000.00	
Garrick Close	Patch	150m2	Depending on number of patches required at time. Say £5,000	Recent patching but still areas of unstable c/w. Very likely to develop pot holes this winter . Might be able to do some large patches
Belgrave Close	LSR	200m	£ 33,000.00	Failure of surface course in centre of carriageway . Should be treated this year. Might be able to get away with centre section only. Priced for whole road
Clarence Close	Consider surface dressing?	400m2	£ 14,000.00	Just starting to develop small potholes, could be managed by good quality pot hole repairs. Will need attention in next 2-3 years

Mary Lewis Cobham and Stoke D'Abernon

Road Name	Treatment	Dimensions (m)	Estimated Cost(£)	Officer recommendations
Cobham Road				One section complete. For remaining section need to wait for outcome of embankment monitoring.
Hamilton Avenue	LSR	For number 2-26	£ 16,500.00	numbers 2-26.
Freelands Road	LSR	140	£ 23,000.00	From no 60 to Tartar Road. Trench on odd numbered side. Might be able to do half carriageway patch, but good candidate. Price estimate for whole section.
Water Lane Roundabout	LSR	60m	£ 11,000.00	Poor quality of surface. Would be very good candidate now drainage problems resolved
Piper's Close	LSR	Whole road	£ 24,000.00	Suggested by Mary Lewis. Walked and priced March 2016
Bray Road	LSR	Not to include original condition concrete carriageway sections	£ 33,500.00	Suggested by Mary Lewis. Will need to keep new overlay to 50mm or less to accommodate vehicle crossovers. Could consider thermal patching as an alternative
Stoke Road jw Fairmile Lane	LSR	Junction Only	£ 9,000.00	Suggested by Mary Lewis
Right turn area into Cobham Cottage Hospital	LSR		£18,000 + Any special surfacing	Suggested by Mary Lewis

Tim Oliver Weybridge

Road Name	Treatment	Dimensions (m)	Estimated Cost(£)	Officer recommendations
The Crescent		2x 30m	£ 10,000.00	Doesn't look too bad but might like to consider junctions
Springfield Lane	LSR	170m	£ 28,000.00	Poor condition good choice but very narrow. Will need to use a mini planer which could push up costs
Springfield Meadows	LSR	140	£ 23,000.00	Access to park. Poor condition, very patched
Cavendish Road	Footway slurry	450	£ 7,500.00	May need pre patching and tree roots could cause some problems
Locke King Road	Footway slurry	1000	£ 16,000.00	Walk through done. No pre patching but some boxes to be raised and veg cut back
Elmgrove Road	LSR	1200m2. From rear of Waitrose to Dorchester Road	£ 34,000.00	Especially to the rear of Waitrose - condition concerns raised by Andrew Davis
Dorchester Road	LSR	Whole Road	£ 44,000.00	Condition concerns raised by Andrew Davis
St George's Avenue	LSR	5200m2.	£ 200,000.00	Sections not done by Horizon
Seven Hills Road	LSR	19000m2. Byfleet Road to Burwood Road	£ 552,000.00	between Byfleet Road and Burwood Road

Ernest Mallett West Molesey

Road Name	Treatment	Dimensions (m)	Estimated Cost(£)	Officer recommendations
Buckingham Avenue	LSR	80	£13,000 each spur	Side roads that spur off the north side. Cost per spur. 5x Spurs
Boleyn Drive	LSR			Concrete carriageway with almost totally removed overlay. Central carriageway utility trench repair. Would not recommend new overlay as it would have to be very thin to accommodate existing crossover kerb heights. Might want to consider thermal patching on joints and trench line
The Crescent	LSR			
Berkeley Drive	LSR			
Second Close	LSR	650m2	£ 12,000.00	Concrete carriageway with failing overlay. Kerb heights will mostly accommodate a 50mm overlay however would prefer consideration of thermal patching. Costs for overlay
Beldham Gardens	LSR	650m2	£ 23,000.00	100mm plane off
Fleet Close	LSR	850m2	£ 25,500.00	

PC0548 Lammas Lane, Esher Speed Limit Terminal Signs Relocation

Feasibility Report

30/05/2017

Project Title: Lammas Lane, Esher

Document Title: Feasibility Report

Client Reference: PC0548

Date: 30/05/2017

Prepared By: Print Harry Blake

Sign Harry Blake.....

Authorised By: Print Jamie Daly

Sign Jamie Daly.....

Amendment List

Iss. / Rev.	Iss. / Rev Date	Remove		Insert	
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2. SITE ANALYSIS

3. DATA COLLECTION

3.1. Speed Survey Results

3.2. Collision Data

3.3. Highways Information

4. DISCUSSION AND OPTIONS

4.1. Option 1 – Location of new terminal signs

4.2. Option 2 – Do nothing

5. CONSULTATION

6. RECOMMENDATION

7. APPENDICES

A) Design Brief

B) SCC Speed Limit Policy

C) Drawings showing proposed options:

1. INTRODUCTION:

The Surrey County Council Design Team has received a brief to undertake a feasibility report on the A244 Esher Road / Lammas Lane, Esher to determine whether the speed limit terminals can be moved in order to highlight the limit change more effectively. It has also been discussed with Surrey Police that the existing 30mph speed limit is unsuitable for a section of the dual carriageway.

In turn, Lammas Lane has therefore been assessed under Surrey County Council's policy (2014) for determining speed limits. This is an 8 step approach consisting of:

- Step 1** – Request to change speed limit is received.
- Step 2** – Measure existing speeds and analyse road casualty data.
- Step 3** – Compare the existing speeds with the suggested new speed limit.
- Step 4** – Conduct feasibility of supporting engineering measures.
- Step 5** – Consult with Surrey Police Road Safety and Traffic Management Team.
- Step 6** – Local Committee decision and allocation of funding
- Step 7** – Advertisement of legal speed limit order and implementation.
- Step 8** – Monitoring of success of scheme

There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources. It is also important to set reasonable speed limits to ensure consistency across the country.

2. SITE ANALYSIS:

Lammas Lane is an 'A' Class Trunk road, which has been classified as a Main Distributor Road (SPN 1). Lammas Lane is 0.6 miles long and is part of the route that links Esher and Hersham. Lammas Lane is fronted by a number of properties, which are set back from the road. It has a system of street lighting along its length and is subject to a speed limit of 30mph. See drawing 'PC0548_01 Location Plan' for confirmation of site extents.



Figure 01: Properties set back from road on Lammas Lane.



Figure 02: Lammas Lane eastbound approach to roundabout with West End Lane.



Figure 03: Lammas Lane westbound approach to roundabout with West End Lane.

3. DATA COLLECTION:

3.1 Speed Data

Speed data for this location has been assessed and the results are shown in the following table:

Road	Average mean speed (mph)
Lammas Lane (site 1, eastbound)	41.5
Lammas Lane (site 2, westbound)	40.7
Lammas Lane (site 3, eastbound)	39.0
Lammas Lane (site 4, westbound)	40.7
Lammas Lane (site 5, eastbound)	31.1
Lammas Lane (site 6, westbound)	34.1
Lammas Lane (site 7, eastbound)	29.9
Lammas Lane (site 7, westbound)	31.1
Lammas Lane (site 8, eastbound)	30.2
Lammas Lane (site 8, westbound)	35.5
Lammas Lane (site 9, eastbound)	24.7
Lammas Lane (site 9, westbound)	28.6

Figure 04: Speed data

See drawing 'PC0548_04 Speed Survey Results' for confirmation of the survey locations and results.

Under Step 3 of the policy, the table below compares the existing speed limit against the requested limit and the existing mean speed.

Road	Current limit (mph)	Requested limit (mph)	Existing mean speed (mph)
Lammas Lane (site 1, eastbound)	40	40	41.5
Lammas Lane (site 2, westbound)	40	40	40.7
Lammas Lane (site 3, eastbound)	30	40	39.0
Lammas Lane (site 4, westbound)	30	40	40.7
Lammas Lane (site 5, eastbound)	30	40	31.1
Lammas Lane (site 6, westbound)	30	40	34.1
Lammas Lane (site 7, eastbound)	30	40	29.9
Lammas Lane (site 7, westbound)	30	30	31.1
Lammas Lane (site 8, eastbound)	30	30	30.2
Lammas Lane (site 8, westbound)	30	30	35.5
Lammas Lane (site 9, eastbound)	30	30	24.7
Lammas Lane (site 9, westbound)	30	30	28.6

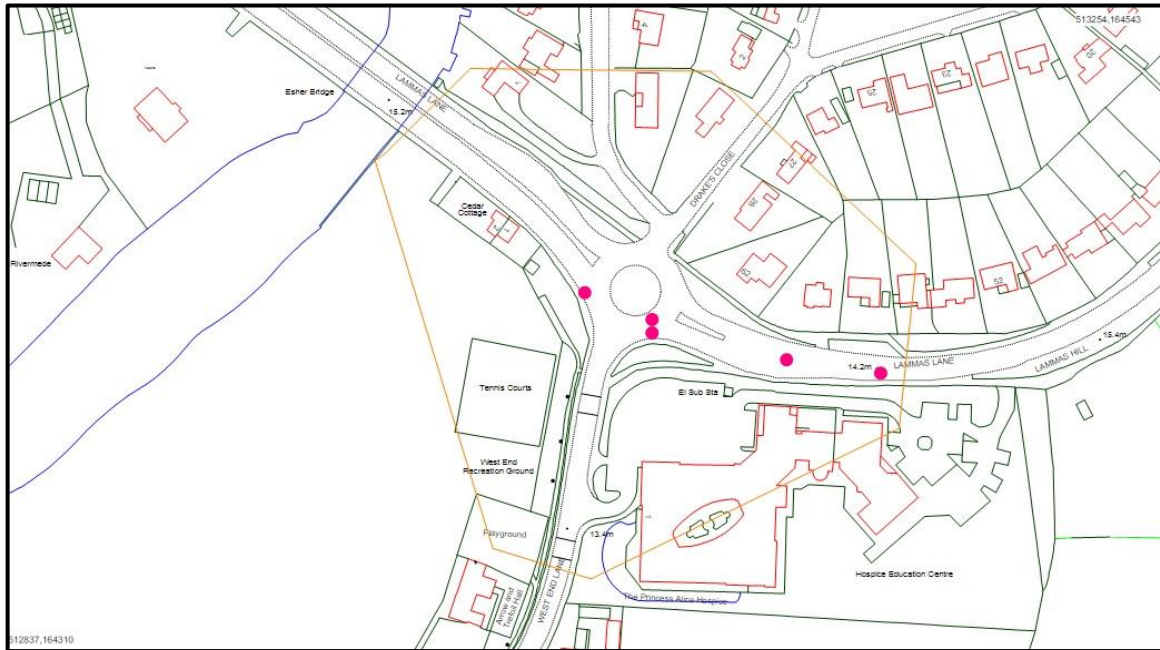
Figure 05: Speed data evaluation

Based on the County Council's speed limit policy, the recorded speeds suggest the following:

- The existing 40mph speed limit at sites 1 and 2 is appropriate.
- The current change in speed limit (approximately 200m to the west of the roundabout) is inappropriate. The speeds at this point (sites 3 and 4) are appropriate for a 40mph speed limit.
- The existing 30mph limit at sites 5 and 6 is appropriate. This is to be as expected as it is close to the roundabout. The westbound speeds are marginally below the threshold for a preferred limit of 40mph.
- The existing 30mph limit at sites 7, 8 and 9 is appropriate. The westbound speeds at site 8 are marginally above the threshold for a 30mph limit. Surrey's Road Safety Team and Surrey Police are aware of this for their monitoring and enforcement activities.

3.2 Personal Injury Collisions

An assessment has been made of the personal injury collisions on Lammas Lane roundabout with West End Lane and Drakes Close for the last 5 full years and part of 2016 where data is available, giving the period between 1st January 2011 and 31st November 2016. During this period there are five recorded personal injury collisions, five had a severity of 'slight' and none classed as 'serious' or 'fatal'.



Latest 5 year and year to date collisions (01/01/11 to 31/11/16)			
Year	Slight	Serious	Fatal
2011	1	0	0
2012	1	0	0
2013	0	0	0
2014	0	0	0
2015	2	0	0
2016 (Jan to Nov)	1	0	0
Total	5	0	0

Figure 06: Personal Injury Collision Data

When the police attend personal injury collisions they assess and log the contributory factors that lead to the collision. The table below shows all the factors that led to a collision that have been recorded at this location during this assessment period. Some collisions have a number of factors attributed to them.

Collision contributory factors (01/01/11 to 31/11/16)	
Factor	Number
Failed to look properly	1
Failed to judge other persons path or speed	0
Road layout	1
Poor turn or manoeuvre	1
Loss of control	2
Slippery road (due to weather)	1
Exceeding speed limit	1
Travelling too fast for conditions	1
Impaired by alcohol	0
Distraction in vehicle	1
Following too close	0
Vision affected by rain, sleet, snow or fog	0
No factors given	0
Sudden braking	0
Cyclist entering road from pavement	0
Vision affected by vehicle blind spot	1
Stolen vehicle	0
Junction restart	0
Pedestrian wearing dark clothing at night	0
Vision affected by dazzling sun	0
Inexperience or learner driver	0

Figure 07: Personal Injury Collision Contributory Factor

3.3 Highways Extents

With some of the improvement works taking place in the verge or in the footway, the Highways Information team were contacted to supply a copy of the highways extents for the area, which are shown below. The proposed works would not impact on land outside of existing highway.

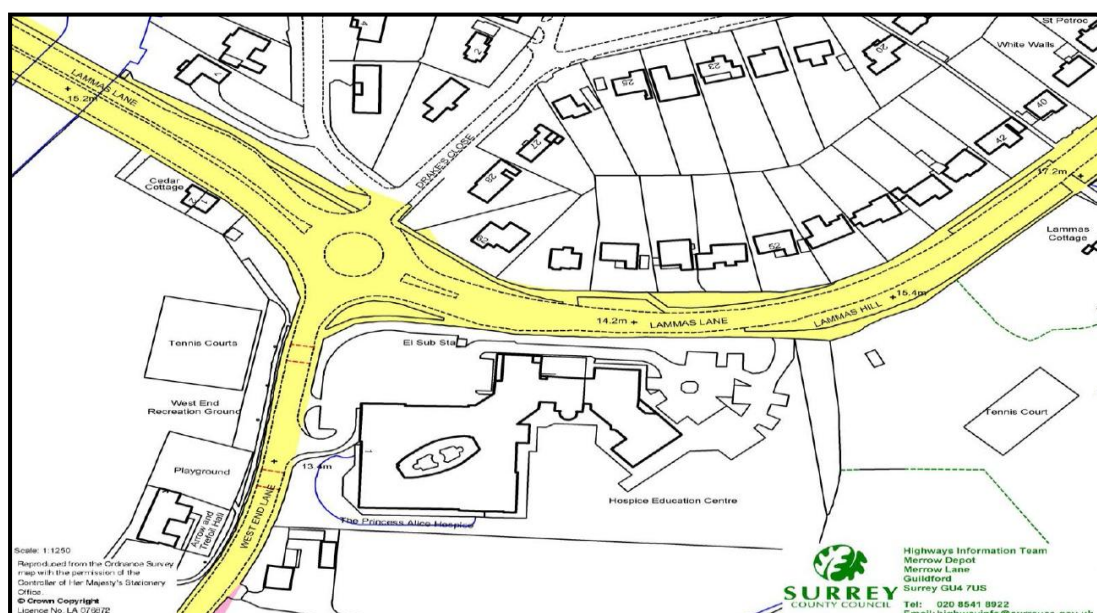


Figure 08: Highways Extent for Lammas Lane

4. DISCUSSION AND OPTIONS:

4.1 Option 1 – Do nothing

The existing layout would remain.

4.2 Option 2 – Move terminal signs east of roundabout

Moving the terminal signs (as shown in drawing 'PC0548_02 General Arrangement Option 2') will involve removal and installations of signs, as well as installation of wide based posts to provide illumination. The terminal sign relocation will involve moving the limit 25m east of the roundabout, 200m from its existing location. The installation of gateways in front of the terminal signs will highlight and make the 30mph speed limit along Lammas Lane more prominent, to increase drivers' awareness of the residential properties along the road. Terminal signs would also be installed in West End Lane near the roundabout to highlight the change in speed limit. Whilst the measured speeds immediately to the west of the roundabout indicate a 30mph limit is appropriate, the nature of the dual carriageway road and the surrounding environment suggest that the continuation of the 40mph section is suitable. The available collision data does not suggest that the proposed option would adversely impact upon safety. The cost of the works has been estimated at £8,000. To complete the works a Traffic Order and statutory advertisement would also be required. **The total cost of the works is estimated at £10,500.**

5. CONSULTATION:

Surrey Police's Road Safety and Traffic Management Team has been consulted and support the proposals in Option 2. As well as highlighting the changes in road environment at a more appropriate location, the proposed option will set more realistic speed limits for the location which aids enforcement duties.

6. RECOMMENDATION:

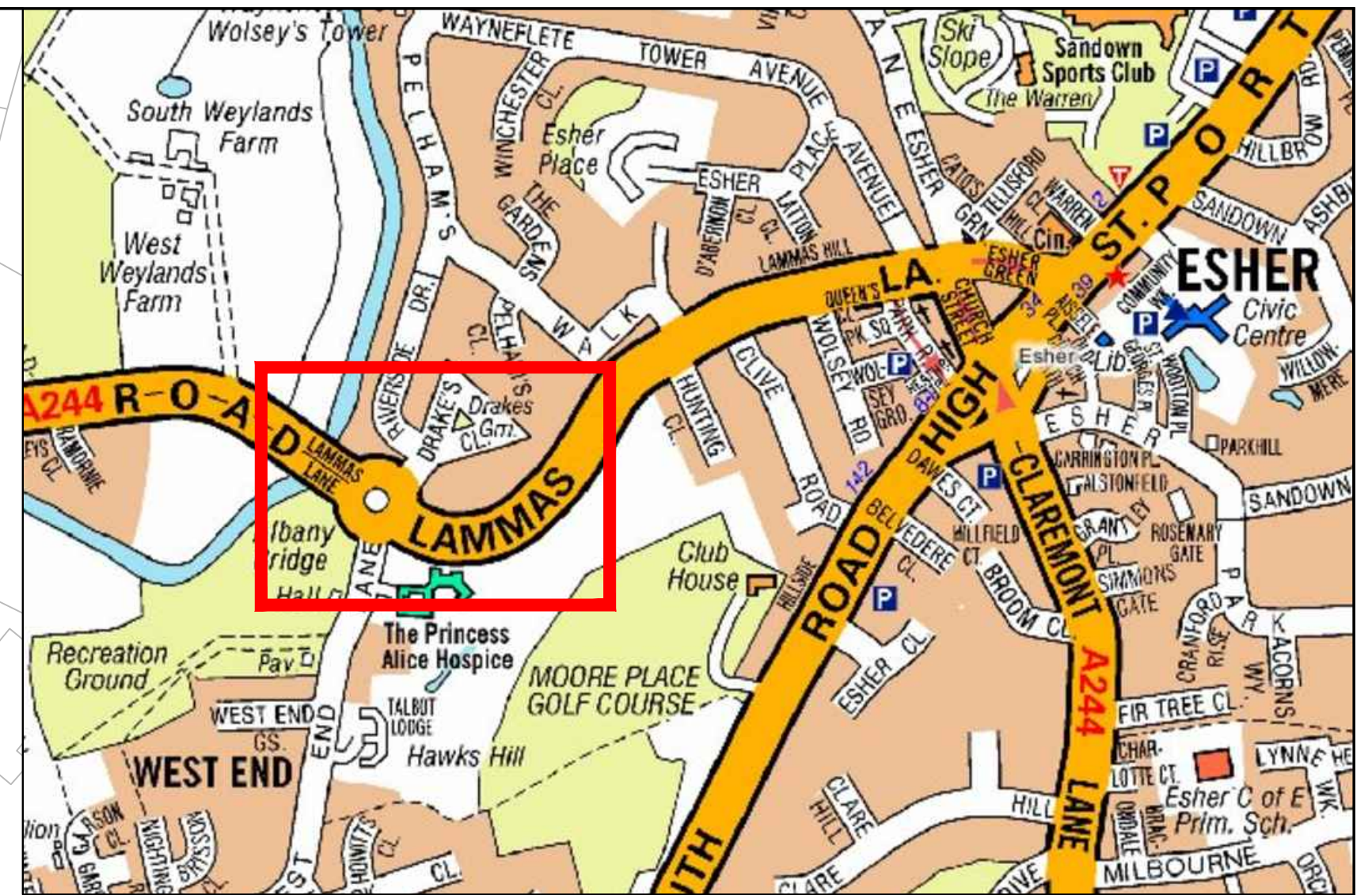
It is recommended that Option 2 is progressed. The proposed option will set more realistic speed limits for the nature of the roads. It also allows for gateways and signing to highlight to drivers the changes in road environment at appropriate locations on Lammas Lane and West End Lane. The total cost of the works is estimated at £10,500.

7. APPENDICES:**A) Design Brief**

Scheme Summary			
Scheme name	Lammas Lane Esher - Speed Management	File Number	Work Order Number 0
Road Name	A244 Lammas Lane	Road Number	A244
Multiple roads?	No	Multiple roads	
Town	Esher	Area - District & Borough	Elmbridge
Start - X coordinate	512969	Start - Y coordinate	164519
End - X coordinate	513057	End - Y coordinate	164454
Scheme objectives	To access the speeds to determine if the 30mph limit commencement point can be moved from the bridge to the roundabout and hence extend the 40mph zone on the Esherbound dual carriageway but hershambound the 40mph will commence after the roundabout.		
Description of works	To access the speeds to determine if the 30mph limit commencement point can be moved from the bridge to the roundabout and hence extend the 40mph zone on the Esherbound dual carriageway but hershambound the 40mph will commence after the roundabout. Statutory consultation and traffic order to enable the speed limit to be changed.		
Responsible			
Scheme designer / engineer	Harry Blake	Assigned To	Blake, Harry
Target Dates			
Target start date		Feasibility report date	
Start Quarter	Q3	Feasibility design date	
Feasibility report required?		Detailed design date	
Feasibility design required?	Yes	Construction date	
Detailed design		Committee date	
Construction required?		Actual date of works order	
Actual design completion date		Estimated Completion date	
Estimated date of works order			
Estimated start date			
Actual Start Date			
Stage 2 safety audit required by		Actual date Stage 2 safety audit received	

B) SCC Speed Limit Policy**C) Drawings showing proposed options:**

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ROAD NAME/No: A244 LAMMAS LANE, ESHER
AREA / DISTRICT: NORTH EAST / ELMBRIDGE
POSTCODE: KT10
6 FIGURE GRID REFERENCE: TQ128645 ; TQ130644
12 FIGURE GRID REFERENCE: 512898;164567 TO
513080;164428

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks. (Reference shall also be made to the Design Hazard Log)

CONSTRUCTION:

MAINTENANCE/CLEANING:

USE:

DECOMMISSIONING/DEMOLITION:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement.

		Project No. PC051.8
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	Contract Sheet

 SURREY	Sheet
	No.
	Drawing No. Rev.

<p>SURREY COUNTY COUNCIL</p> <p>Surrey Highways & Transport</p>	<p>Drawing No:</p> <p>PC0548_01</p>	<p>Rev:</p> <p>-</p>
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Classification
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SHEET 1 OF 1		PRESENTATION
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Notes

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File Name: I:\E\PC all\Resource Pool\Projects\NE Elmsbridge\PC0548 Lammas Lane, Esher - Speed Limit\09 Drawings\Current\PC0548 Lammas Lane, Esher - Location Plan.dwg Scale 2:1 @ A2



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Approved by	Sig.	Date
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7	Drawing
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LAMMAS LANE, ESHER
SPEED MANAGEMENT

LOCATION PLAN

SHEET 1 OF 1



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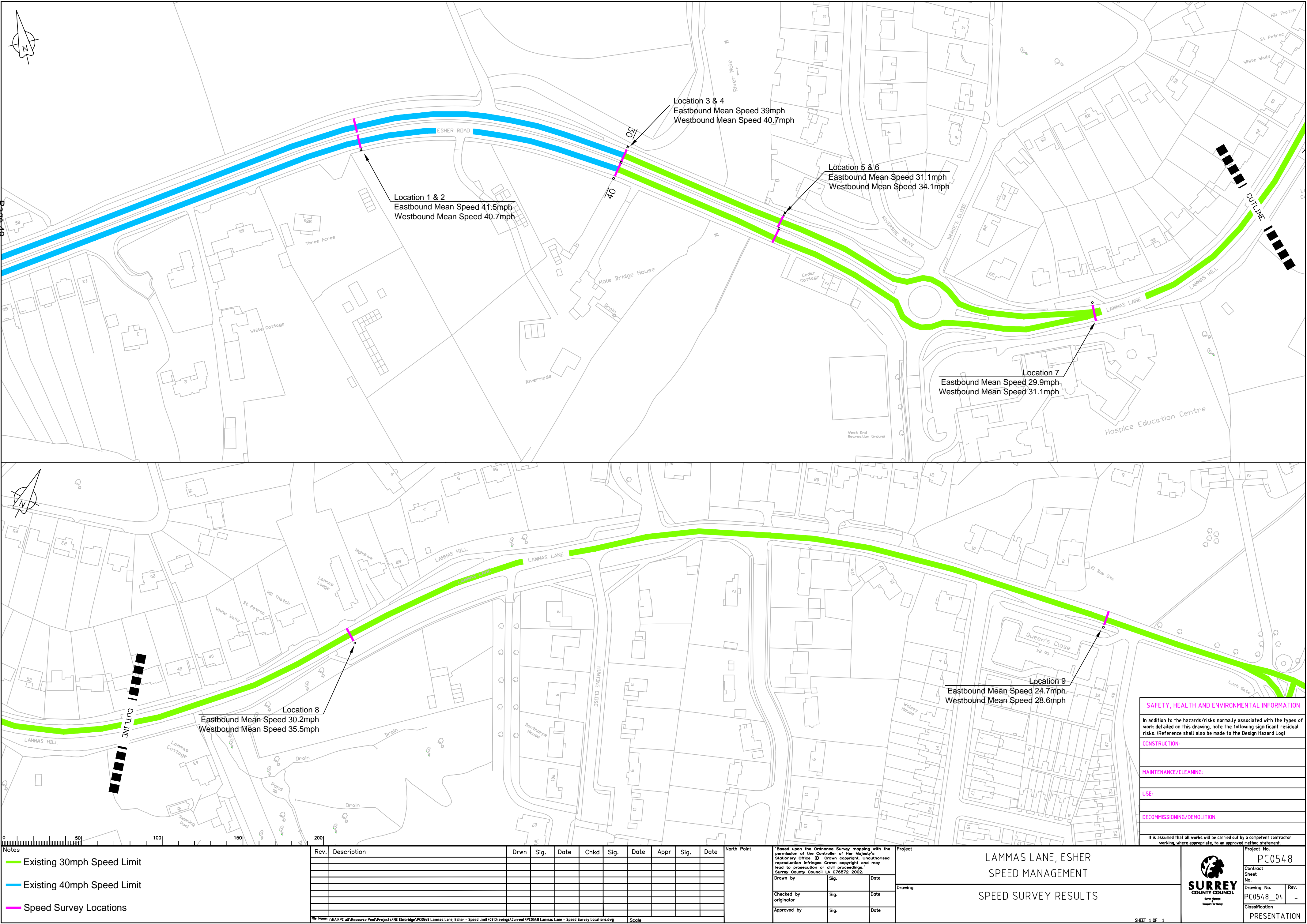
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Notes

- Existing 30mph Speed Limit
- Existing 40mph Speed Limit
- Speed Survey Locations

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

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Approved by	Sig.	Date

Project	LAMMAS LANE, ESHER SPEED MANAGEMENT
Drawing	SPEED SURVEY RESULTS

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks. (Reference shall also be made to the Design Hazard Log)

CONSTRUCTION:

MAINTENANCE/CLEANING:

USE:

DECOMMISSIONING/DEMOLITION:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement.

SURREY COUNTY COUNCIL
Surrey's Future
Supporting the Community

Project No.	PC0548
Contract Sheet No.	
Drawing No.	PC0548_04
Rev.	-
Classification	PRESENTATION

ITEM 9

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ESHER TRAFFIC SURVEYS

DRAFT Esher Traffic Survey Report

Project Title: Esher Traffic Surveys

Document Title: DRAFT Esher Traffic Survey Report

Client Reference:

Date: 25 May 2017

Prepared By: Kristian Willcox

Authorised By:

Amendment List

Rev.	Rev Date	Alterations	
		Page	Revision

Filename: S:\Project-current\4C972001_Esher\10 Surveys\Doc\Esher Traffic Survey v1.docx

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1 INTRODUCTION

1.1 Background

Current concern over the volume of traffic and levels of congestion in Esher has led to the establishment of a joint Surrey County Council (SCC) / Elmbridge Borough Council (EBC) Esher Transport Study Group. As a precursor to any study, the Group has approached SCC's Transport Studies Team to prepare a proposal for data collection and analyse the results of the completed surveys.

As well as quantifying the amount of traffic, the Study Group is interested in what proportion of traffic in Esher is "through" traffic and for what purpose drivers are stopping in the town. In addition to this, there is concern that the C158 Milbourne Lane is also being used as a route by "through" traffic wishing to avoid the centre of the town.

1.2 Report Scope

The results and analysis of the data collection surveys will be used to inform the Study Group to investigate what options are available to reduce "through" traffic, should it be found that this is significant.

This document outlines the data collection surveys conducted, provides key results with conclusions drawn based upon the data.

2 SURVEYS

2.1 Methodology

Surveys were undertaken in March 2017, avoiding school holidays and, crucially, avoiding event days at Sandown Racecourse. A week without events at Sandown was highlighted as 13th - 19th March. The majority of surveys were conducted on Tuesday 14th March so that the data is comparable. Surveys were considered for both weekday and weekend, however due to the added cost, weekday surveys were decided as sufficient.

A variety of survey types were conducted for this study. These were:

- Automatic Number Plate Recognition (ANPR)
- Automated Traffic Counts (ATC's)
- Origin and Destination Video Capture
- Manual Classified Turning Counts (MCTCNT's)
- Car Park Turning Counts
- Car Park Survey Interviews

The details of these are set out below.

2.2 ANPR

2.2.1 Purpose

The ANPR cameras captured traffic flow data and allows the identification of routes being taken by vehicles through number plate identification and subsequent matching. Cameras were situated at key junctions in and around Esher to form inner and outer cordons. The results allow us to gain insight into the number of "through" journeys being made, and the number of journeys that are primarily to or from Esher town centre.

As recognised in the proposal, the two cordons are not closed cordons. The presence of unmonitored residential and side roads within the cordon area will have some effect on the results, specifically on the matching of number plates; despite this, ANPR cordons are still the most effective way of determining the routes taken by vehicles within an area and quantifying the number of "through" trips that are made.

For each cordon, a period of 15 minutes has been set to identify which vehicles have, or have not stopped. Vehicles that pass through the cordon in less than 15 minutes are deemed to have made a constant journey, whilst those that take longer than 15 minutes have stopped for a given purpose.

All ANPR data was captured in 15 minute intervals from 07:00 - 19:00 capturing vehicles by classification in the format Car, LGV, OGV1, OGV2, (**Appendix 6**). Please note that buses, coaches and other Public Service Vehicles (PSV's) will fall into the OGV1 category due to the ANPR capturing technique.

The data provided by ANPR will distinguish between different types of journeys. For this report, vehicle journeys have been differentiated by:

- "Through" traffic – vehicles travel in and out of the cordon in less than 15 minutes.
- > 15 min – vehicles that have taken longer than 15 minutes to travel in and out of the cordon.

- Out before in – vehicles that started within the cordon were first sighted leaving the cordon before returning to the cordon.
- Same direction – vehicles entered and exited the cordon via the same route.
- Unmatched – vehicles that were caught by one ANPR camera only. A route cannot be ascertained.

2.2.2 Locations

ANPR cameras will be situated at 4 main locations in and around Esher; these are shown in **Appendix 1** and are detailed in **Tables 1 - 4** below. The ANPR surveys were undertaken on the same day, so that data could be collected simultaneously to make up the small and large cordons around the town centre.

<i>Station Road junction</i>						
Road	Arm	Number of cameras	Cameras needed facing	Label on Map	Grid Reference	
					<i>E</i>	<i>N</i>
Station Road	-	2	NB and SB	2A	514,729.39	165,571.66
A307 Portsmouth Road	East	2	WB and EB	2B	514,792.89	165,554.73

Table 1 – Location 1: Station Road junction

<i>Milbourne Lane junction</i>						
Road	Arm	Number of cameras	Cameras needed facing	Label on Map	Grid Reference	
					<i>E</i>	<i>N</i>
Milbourne Lane	-	2	WB and EB	3A	514,022.04	163,971.71
Claremont Lane/Copsem Lane	South	2	NB and SB	3B	513,974.08	163,921.44

Table 2 – Location 2: Milbourne Lane junction

<i>Manor Road South</i>						
Road	Arm	Number of cameras	Cameras needed facing	Label on Map	Grid Reference	
					<i>E</i>	<i>N</i>
Manor Road South	-	2	EB and WB	4A	515,687.58	165,135.11
Littleworth Road	-	2	NB and SB	4B	515,104.31	165,571.32

Table 3 – Location 3: Manor Road South and Littleworth Road

<i>Esher Town Centre - Small Cordon</i>						
Road	Arm	Number of cameras	Cameras needed facing	Label on Map	Grid Reference	
					<i>E</i>	<i>N</i>
Lammas Lane	-	2	WB and EB	5A	513,745.14	164,757.94
Esher Green (opp Wheatsheaf)	-	2	NB and SB	5B	513,784.17	164,868.41
A307 Portsmouth Road	West	2	WB and EB	5C	513,763.66	164,511.88
	East	2	WB and EB	5D	514,088.44	164,869.07
Claremont Lane	-	2	NB and SB	5E	513,924.40	164,481.45

Table 4 – Location 4: Esher Town centre (small cordon)

Some of the cameras stated above also made up a larger cordon around the town centre. The cameras that were used to make up this cordon are stated in **Table 5** below.

<i>Esher Town Centre - Large Cordon</i>						
Road	Arm	Number of cameras	Cameras needed facing	Label on Map	Grid Reference	
					<i>E</i>	<i>N</i>
Station Road	-	2	NB and SB	2A	514,729.39	165,571.66
A307 Portsmouth Road	East	2	WB and EB	2B	514,792.89	165,554.73
Milbourne Lane	-	2	WB and EB	3A	514,022.04	163,971.71
Claremont Lane/Copsem Lane	South	2	NB and SB	3B	513,974.08	163,921.44
Lammas Lane	-	2	WB and EB	5A	513,745.14	164,757.94
Esher Green (opp Wheatsheaf)	-	2	NB and SB	5B	513,784.17	164,868.41
A307 Portsmouth Road	West	2	WB and EB	5C	513,763.66	164,511.88

Table 5 – Esher Town centre (large cordon)

All cameras were positioned so they captured the maximum number of plates possible. It has been noted that queuing occurs (sometimes for a significant distance) during peak times at most of the junctions where the ANPR was located. Cameras were positioned so that obstruction of number plates due to queuing traffic was minimised. See **Appendix 1** for a map of all survey locations.

Where there was more than one lane of traffic on an approach to / exit from a junction, ANPR cameras were positioned so that they adequately captured plates in both lanes of traffic. This occurs at several locations.

2.3 ATC's

2.3.1 Purpose

ATC's located at the main entry / exit points of the town quantify traffic flows over a longer time period than ANPR alone, and help us gain an understanding of typical flow conditions, as well as validating the ANPR data. The ATC data was collected for two weeks to provide a larger sample. Site 5, A307 Portsmouth Road (north, near Littleworth Common) collected data for 6 weeks. This was an existing real time ATC site which was converted so that data could be collected and compared to the vehicle flows over the 6 week period. Comparing the difference between daily and hourly flows over the 6 weeks confirms if the ANPR data is representative of what would be considered average traffic, and if that is the case a meaningful analysis can be drawn. The vehicle classifications for the ATC's was: Motorcycles, Cars, LGVs, OGV1 and OGV2.

2.3.2 Locations

As shown in **Table 6** below and the map in **Appendix 1**, ATC sites were located at:

ATC Site Reference	Road	Road Name	Grid Reference	
			E	N
1	D6898	Moore Lane	513,615.23	165,343.73
2	A0244	Lammas Lane	513,275.51	164,475.37
3	A0307	Portsmouth Road	513,461.24	163,970.54
4	A0244	Claremont Lane	514,120.06	163,426.03
5	A0307	Portsmouth Road	514,582.02	165,402.47
6	B3379	Station Road	514,707.08	165,689.64
7	C158	Milbourne Lane	514,478.48	164,064.03

Table 6 – ATC sites

2.4 Origin and Destination Video Capture

At the Scilly Isles junction, video footage was captured that records the turning movements of vehicles, and subsequently maps their origin and destination of travel at the junction. From the video footage, vehicle classification can also be obtained. The data is captured in 15 minute intervals from 07:00 – 19:00. **Appendix 5** depicts the Scilly Isles map with entry and exit arms.

2.5 MTCNT's

MTCNT's quantified the turning movements at key junctions in order to better understand the movement of vehicles at these locations. These junctions were:

- C158 Milbourne Lane junction with A244 Claremont Drive/Copsem Lane
- B3379 Station Road junction with A307 Portsmouth Road
- A244 Esher Green junction with A307 High Street
- A244 Church Street/Claremont Lane junction with A307 Portsmouth Road/High Street

MTCNT's were captured in 5 minute intervals from 07:00 - 19:00.

2.6 Car Park Turning Counts

At the entrance to most car parks in the area, "In and Out" counts were undertaken, noting the direction of movement into / out of the Car Park. These counts help to quantify the number of car park users throughout the day. See **Appendix 1** for the locations of the car parks on a map. The Car Park entrances surveyed were:

- Waitrose car park entrance (A307 Portsmouth Road)
- Highwayman's cottage car park entrance (A307 Portsmouth Road)
- Heather Place car park entrance (Heather Place Road)
- Berguette car park entrance (A244 Claremont Lane)
- Esher Railway Station entrance (B3379 Station Road)
- Entrance to Civic Centre car park (A307 Portsmouth Road)

MTCNT's on the entrances to car parks were undertaken on Tuesday 14th March (Berguette, Civic Centre, and the train station), Wednesday 15th March (Highwayman's and Waitrose) and Thursday 16th March (Heather Place). This Turning Count data was captured in 5 minute intervals from 07:00 – 19:00.

2.7 Car Park Survey Interviews

2.7.1 Purpose

Car Park surveys help quantify the number of vehicles that make trips into Esher town centre, as well as ascertaining their trip origin, destination and purpose.

2.7.2 Locations

4 public car parks were surveyed. These were:

- Berguette car park
- Civic Centre car park
- Heather Place car park
- Highwayman's cottage car park

See **Appendix 1**; for the locations of these.

The interviewers were located at the pay point between 07:00 – 19:00 on Thursday 16th March and therefore should have been able to capture information from all customers that pay at the pay point during this period. It is recognised that some customers may have season tickets for car parking, and therefore would not have approached the pay point.

3 SURVEY RESULTS

3.1 ANPR

3.1.1 Small Cordon

The data in the matrix below (**Table 7**) shows the volume of vehicles that entered and or left the small cordon area of Esher town centre during the 12 hour data capture period. Unmatched vehicles are ones that have only been picked up by one ANPR camera and were not paired to have shown a complete route. See **Appendix 2** for this data displayed on a map. The highest volume encountered on any entry and exit point have been highlighted in red. Data has been collected from the small cordon ANPR cameras. The locations in the left column is where the vehicle has come from and the locations in the top row are where the vehicle has gone to. The largest volume of vehicle movement came from 5A East to 5D North, with 4,321 vehicles taking that route over the 12 hour period.

Location	5A West	5B North	5C South	5D North	5E South	Unmatched	Total
5A East	412	1,224	277	4,321	2,630	271	9,135
5B South	743	161	771	265	836	138	2,914
5C North	442	929	353	3,403	902	233	6,262
5D South	3,635	194	2,931	713	3,227	401	11,101
5E North	3,414	997	1,088	2,397	592	292	8,780
Unmatched	244	100	342	272	293		1,251
Total	8,890	3,605	5,762	11,371	8,480	1,335	39,443

Table 7 – Volume of all vehicles travelling within the small cordon area

The data in the matrix table below (**Table 8**) shows the volume of vehicles that entered and left the small cordon area with a duration of less than 15 minutes over the 12 hour data capture period. This is known as “through” traffic.

Location	5A West	5B North	5C South	5D North	5E South	Total
5A East		1,203	201	4,254	2,551	8,209
5B South	721		753	213	805	2,492
5C North	364	912		3,325	794	5,395
5D South	3,541	127	2,837		3,058	9,563
5E North	3,345	960	1,002	2,250		7,557
Total	7,971	3,202	4,793	10,042	7,208	33,216

Table 8 – Volume of “through” vehicles travelling within the small cordon area

The data in the matrix table below (**Table 9**) shows the percentage of all vehicles that were classed as “through” trips and moved through the small cordon area with a duration of less than 15 minutes over the 12 hour data capture period. The table can be understood by reading the location in the left column as where the vehicle has come from and the location in the top row as where the vehicle has gone to. The percentage refers to the percentage of vehicles that have made this trip as a “through” trip. Reading from 5A East to 5B North, 98% of all vehicles that took this route were “through” trips.

Location	5A West	5B North	5C South	5D North	5E South	Total
5A East		98%	73%	98%	97%	90%
5B South	97%		98%	80%	96%	86%
5C North	82%	98%		98%	88%	86%
5D South	97%	65%	97%		95%	86%
5E North	98%	96%	92%	94%		86%
Total	90%	89%	83%	88%	85%	84%

Table 9 – Percentage of “through” vehicles travelling within the small cordon area

A minimum of 84% of all vehicles travelling within the small cordon were “through” trips, and took less than 15 minutes to pass through it. See **Appendix 2** for the small cordon map.

Using the same methodology for the large cordon, the results show a minimum of 77% of all vehicles travelling within the large cordon are “through” trips and took less than 15 minutes to pass through it. See **Appendix 7** for the large cordon map.

The average time taken for vehicles on the most popular route in the small cordon, moving from 5A to 5D is 1 minute 37 seconds, and vehicles travelling from 5A to 2B in the large cordon is 3 minutes 55 seconds. See **Appendix 7** for the large cordon map.

The data represented in **Figures 1 and 2** below shows the volume of traffic flowing in and out of Esher town centre hourly, throughout the 12 hour ANPR period respectively.

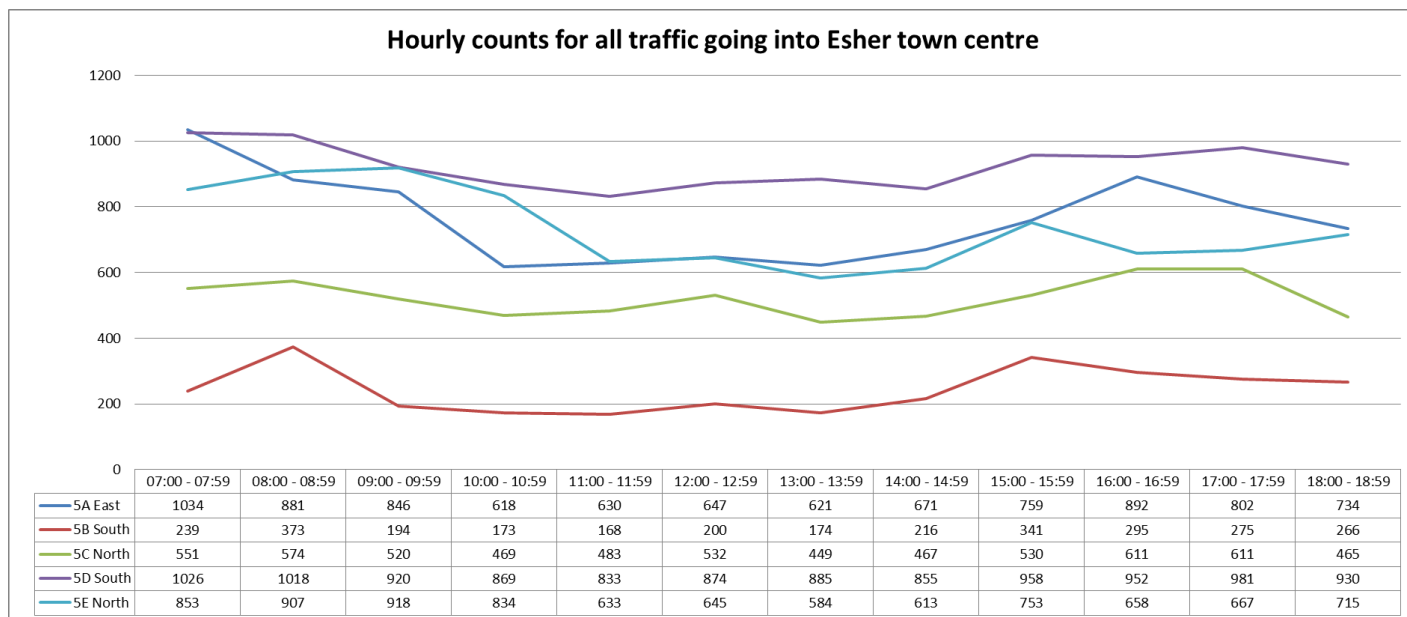


Figure 1 – Volume of all vehicles travelling in to Esher town centre

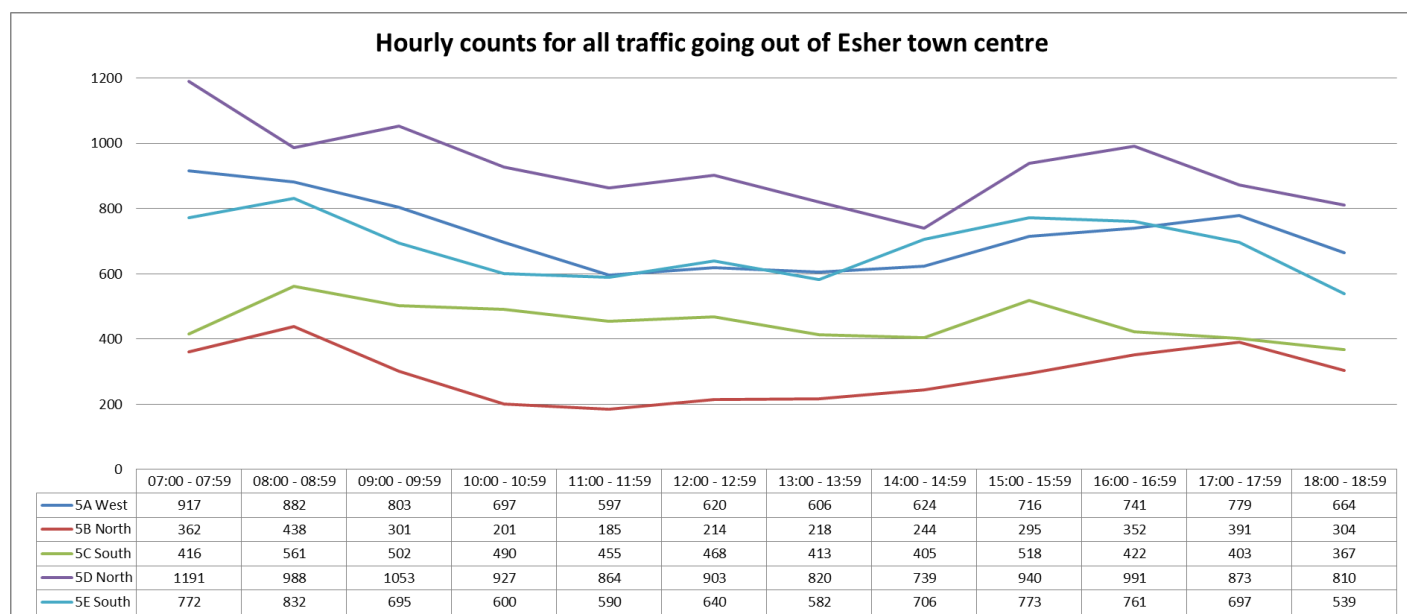


Figure 2 – Volume of all vehicles travelling out of Esher town centre

3.1.2 Milbourne Lane

Table 10 below shows the percentage of vehicles by classification that travelled on either Milbourne Lane or in the Small cordon. It compares all journeys in and or out of the area and those vehicles whose purpose was to travel “through” the defined location without stopping.

	Milbourne Lane		Esher Small Cordon	
Classification	All	Through	All	Through
Car	86.6%	83.8%	84.5%	84.1%
LGV	9.5%	10.1%	11.1%	11.5%
OGV1	2.4%	2.1%	3.1%	3.1%
OGV2	1.5%	4.0%	1.3%	1.3%
Total	100.0%	100.0%	100.0%	100.0%

Table 10 – Difference of vehicle classification by route

NB. A “through” trip is defined by a vehicle passing 2 of the ANPR camera’s on a route with less than a 15 minute duration between them.

Figure 3 below shows the volume of “through” traffic travelling along the routes via Milbourne lane at hourly intervals. Opposing directions on the route are displayed on the graph in red - pink, dark blue – light blue. See **Appendix 3** for the ANPR camera locations.

See **Appendix 4** for the data and graph results of volume of vehicles by route travelling on Milbourne Lane at 15 minute intervals.

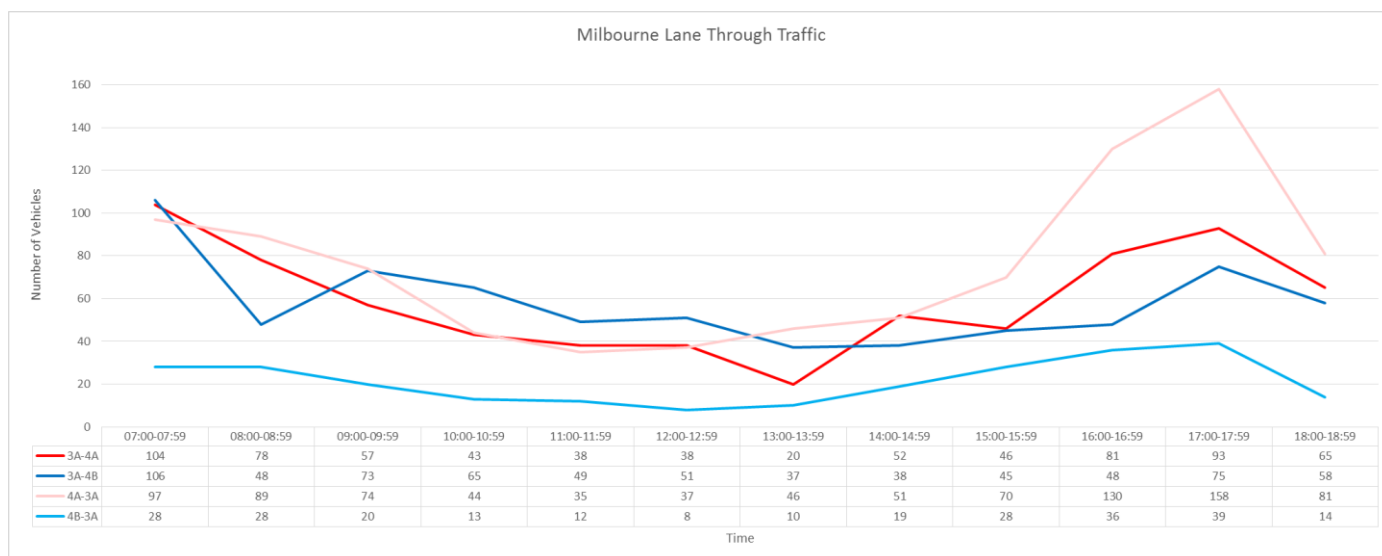


Figure 3 – Volume of vehicles using Milbourne Lane as a “through” route

Table 11 below shows the volume of traffic on Milbourne Lane in each hour through the 12 hour recorded period. It shows the number of those vehicles that are considered “through” trips, and as a percentage of the total trips made within that

	07:00-07:59	08:00-08:59	09:00-09:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59
"Through" traffic	342	259	226	171	141	141	119	164	196	302	374	225
Total traffic	975	1146	760	656	676	763	656	766	1007	1250	1243	1087
% of "through" traffic	35.1%	22.6%	29.7%	26.1%	20.9%	18.5%	18.1%	21.4%	19.5%	24.2%	30.1%	20.7%

hour.

Table 11 – Volume and percentage of “through” traffic on Milbourne Lane

The volume and percentage of each “through” route on Milbourne Lane has been displayed in **Table 12** below. Of all the “through” routes, this shows the difference in how much each of the routes is used and also shows the difference between Easterly direction (3A-4A and 3A-4B) compared to the use of Milbourne Lane in a Westerly direction (4A-3A and 4B-3A).

Route	Volume	Percentage	Directional Volume	Directional Percentage
3A-4A	715	28%	1,408	55%
3A-4B	693	27%		
4A-3A	912	35%	1,167	45%
4B-3A	255	10%		
Total	2,575	100%	2,575	100%

Table 12 – Volume and percentage of “through” traffic by route on Milbourne Lane

The types of journeys that are made by all vehicles using Milbourne Lane is quantified in **Tables 13-17** below. The tables are divided by Peak Periods, and Peak Hours, and can be compared to the whole 12 hour period captured. Data is defined from vehicles that have passed in and or out of the cordon comprising ANPR cameras 3A, 4A and 4B as indicated in **Appendix 3**. “Through” routes are defined as vehicles that have passed 2 of the 3 ANPR cameras with a duration between the 2 points less than 15 minutes. Vehicles that have passed through 2 of the ANPR cameras and taken longer than 15 minutes are represented by >15min. Vehicles that were captured leaving the cordon area before returning to it are indicated as Out before in, these vehicles started within the cordon area, left via an ANPR camera and then returned to the cordon area later via an ANPR camera. Vehicles that entered and left the cordon and were captured by the same camera twice are indicated by Same out direction. Vehicles that could not be paired by 2 cameras are indicated by unmatched, and a number of vehicles were unable to be recognised by their number plate as indicated by Bad quality. Same out direction initially included those that were same out direction but also greater than 15 minutes or those that travelled out before in. So that we can draw a more meaningful analysis the two columns (*) represent where all vehicles greater than 15 minutes have been included in that category, all vehicles who travelled out before in are also included in that category whilst same out direction is only those vehicles that travelled in the same out direction with a duration between the 2 capture points less than 15 minutes.

JOURNEY TYPE	NUMBER OF VEHICLES	PERCENTAGE OF VEHICLES	* NUMBER OF VEHICLES	* PERCENTAGE OF VEHICLES
Through	827	28.7%	827	28.7%
>15min	363	12.6%	1159	40.2%
Out before in	67	2.3%	332	11.5%
Same out direction	1229	42.7%	168	5.8%
Unmatched	383	13.3%	383	13.3%
Bad quality	12	0.4%	12	0.4%
TOTAL	2881	100.0%	2881	100.0%

Table 13 – Journeys on Milbourne Lane during AM Peak Period 07:00-10:00

JOURNEY TYPE	NUMBER OF VEHICLES	PERCENTAGE OF VEHICLES	* NUMBER OF VEHICLES	* PERCENTAGE OF VEHICLES
Through	317	26.1%	317	26.1%
>15min	163	13.4%	518	42.6%
Out before in	26	2.1%	154	12.7%
Same out direction	576	47.4%	93	7.6%
Unmatched	130	10.7%	130	10.7%
Bad quality	4	0.3%	4	0.3%
TOTAL	1216	100.0%	1216	100.0%

Table 14 – Journeys on Milbourne Lane during AM Peak Hour 07:45-08:44

JOURNEY TYPE	NUMBER OF VEHICLES	PERCENTAGE OF VEHICLES	* NUMBER OF VEHICLES	* PERCENTAGE OF VEHICLES
Through	901	25.2%	901	25.2%
>15min	125	3.5%	306	8.5%
Out before in	293	8.2%	1239	34.6%
Same out direction	1218	34.0%	91	2.5%
Unmatched	1012	28.3%	1012	28.3%
Bad quality	31	0.9%	31	0.9%
TOTAL	3580	100.0%	3580	100.0%

Table 15 – Journeys on Milbourne Lane during PM Peak Period 16:00-19:00

JOURNEY TYPE	NUMBER OF VEHICLES	PERCENTAGE OF VEHICLES	* NUMBER OF VEHICLES	* PERCENTAGE OF VEHICLES
Through	373	29.1%	373	29.1%
>15min	31	2.4%	77	6.0%
Out before in	90	7.0%	444	34.6%
Same out direction	427	33.3%	27	2.1%
Unmatched	351	27.4%	351	27.4%
Bad quality	11	0.8%	11	0.8%
TOTAL	1283	100.0%	1283	100.0%

Table 16 – Journeys on Milbourne Lane during PM Peak Hour 17:15-18:14

JOURNEY TYPE	NUMBER OF VEHICLES	PERCENTAGE OF VEHICLES	* NUMBER OF VEHICLES	* PERCENTAGE OF VEHICLES
Through	2660	19.4%	2660	19.4%
>15min	971	7.1%	2776	20.2%
Out before in	820	6.0%	3066	22.3%
Same out direction	4469	32.5%	418	3.0%
Unmatched	4681	34.1%	4681	34.1%
Bad quality	145	1.1%	145	1.1%
TOTAL	13746	100.0%	13746	100.0%

Table 17 – Journeys on Milbourne Lane over 12 Hour period 07:00-19:00**3.2 ATC's****3.2.1 A244 Claremont Lane**

The ATC Site 5 (See **Appendix 1**) on A307 Portsmouth Road near Littleworth Common collected data for 6 weeks, including the whole month of March as specified in the proposal. However, the data retrieved at this site was erratic and does not match previous data or other local sites rendering this data unreliable and as such has not been included within this report. ATC data was collected for the month of March at an additional site on A244 Claremont Lane in the same location as ANPR camera 5E. The two data sets have been compared for Tuesday 14th March and are displayed in **Table 18** below. The small difference between the two values from ANPR and ATC data could be due to number plates not being recognised or clearly visible by the ANPR cameras.

	Vehicles
ATC Data	17324
ANPR Data	17260

Table 18 – Comparison between the ATC and ANPR volume at 5E

The ATC site on A244 Claremont Lane near ANPR camera 5E produced an average weekday vehicle volume as shown below in **Table 19**. Standard deviation is a measure that is used to quantify the amount of variation of a set of data values. A low standard deviation indicates that the data points tend to be close to the mean. The standard deviation of all the weekday volumes in March 2017 was calculated as below.

Average	16846
1 SD	± 565

Table 19 – Average weekday ATC vehicle volumes

The average speed in each hour was recorded at the A244 Claremont Lane ATC site for each direction on Tue 14th March. This data may show correlation between the average speed in and around Esher High Street and the amount that Milbourne Lane is being used as a “through” route.

Time	N.E average speed	S.W average speed	Both directions average speed
07:00	28.8	28.4	28.6
08:00	24.3	18.3	21.6
09:00	28.3	28.9	28.6
10:00	28.2	28.6	28.4
11:00	29.7	29.9	29.8
12:00	29.9	29.4	29.7
13:00	29.3	29.7	29.5
14:00	27.9	24.8	26.2
15:00	28.1	21.7	24.7
16:00	28.7	14.1	20.5
17:00	29.9	25.0	27.2
18:00	28.6	29.0	28.8
19:00	29.8	30.8	30.3

Table 20 – Average speed at ATC site near 5E

3.3 Origin and Destination Video Capture

3.3.1 Scilly Isles Vehicle Movements

The results from the origin and destination data of the Scilly Isle's is shown in **Table 21** below. It shows the number of vehicles that have come from the left hand column location to the top row location. The highest volume of vehicles made the route from C (A309 Kingston Bypass) to A (A309 Hampton Court Way), with 8,793 vehicles taking that route over the 12 hour period. A map depicting the locations of **Tables 21 - 23** is in **Appendix 5**.

Location	A	B	C	D	Total
A	0	2,511	8,565	1,550	12,625
B	2,412	34	6,103	3,905	12,453
C	8,793	4,903	358	901	14,955
D	1,540	3,713	626	10	5,889
Total	12,746	11,161	15,651	6,364	45,922

Table 21 – Vehicle routes at the Scilly Isles junction

Table 22 highlights the proportion of vehicles that have come from the direction (Green) and to which direction they moved to (Blue). The table shows that 68% of the vehicles that came from location A (A307 Portsmouth road) travelled to location C (A309 Kingston Bypass).

Location	A	B	C	D	Total
A	0%	20%	68%	12%	100%
B	19%	0%	49%	31%	100%
C	59%	33%	2%	6%	100%
D	26%	63%	11%	0%	100%

Table 22 – Percentage of vehicles moving from (Green) location to (Blue) location

Table 23 highlights where the proportion of vehicles at a location (Blue) have come from (Green). The table shows the highest proportion of vehicles that travel to location A (A307 Portsmouth Road) come from location C (A309 Kingston Bypass) with 69%.

Location	A	B	C	D
A	0%	22%	55%	24%
B	19%	0%	39%	61%
C	69%	44%	2%	14%
D	12%	33%	4%	0%
Total	100%	100%	100%	100%

Table 23 – Percentage of vehicles that have moved to (Blue) location from (Green) location

3.4 MCTCNT

3.4.1 Milbourne Lane

The results from the MCTCNT of C158 Milbourne Lane junction with A244 Claremont/Copsem Lane show that:

- 26% of the vehicles driving South on A244 Claremont Lane turned left onto Milbourne Lane.
- 33% of the vehicles driving North on A244 Copsem Lane turned right onto Milbourne Lane.

3.5 Car Park Turning Counts

3.5.1 Car Park Usage

The volume of vehicles in the car parks located in Esher has been produced in hourly intervals and is displayed below in **Figure 4**. See **Appendix 1** for the locations of these car parks.

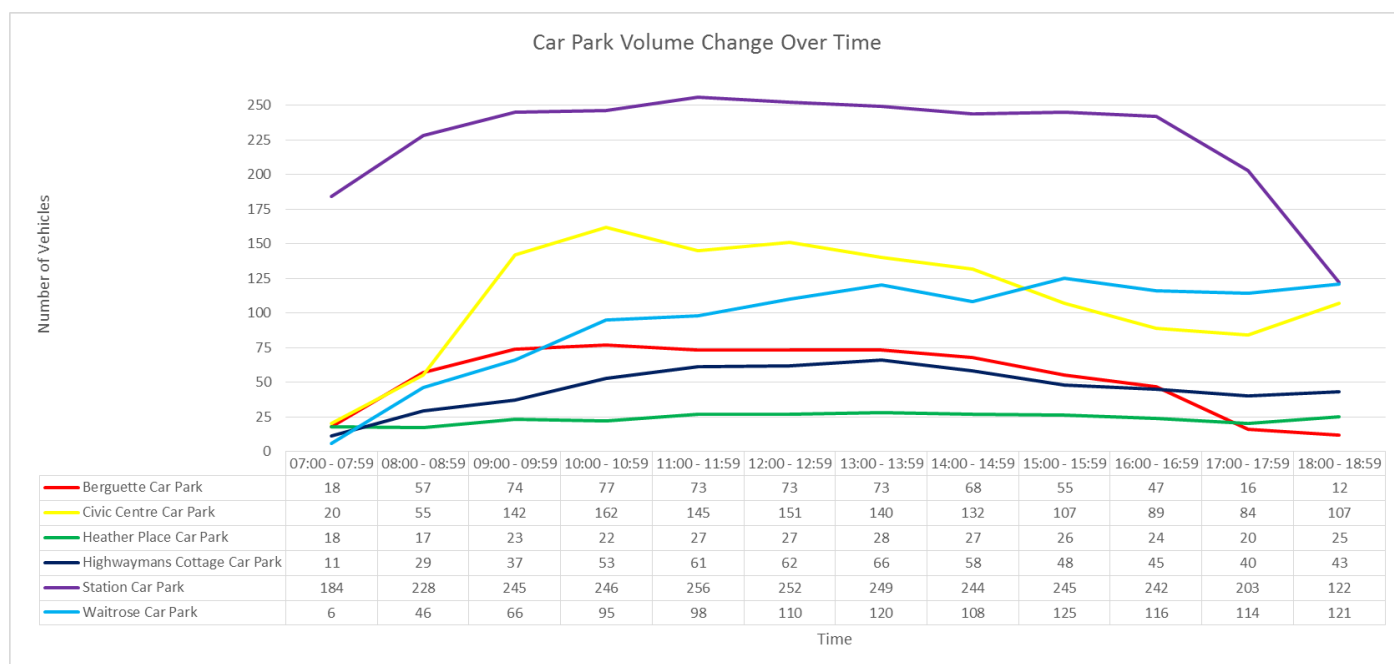


Figure 4 – Hourly car park volumes

Table 24 below shows the price of the parking at the 4 interviewed car parks in addition to the car park capacity.

Car Park	Price per Hr	Day Rate/Max Price	Capacity
Berguette	£1.00	£9.50	62
Civic Centre	£1.00	£9.50	157
Heather Place	£1.00	£6.50	29
Highwaymans Cottage	£1.00	£6.50	68

Table 24 – Car park pricing and capacity

3.6 Car Park Survey Interviews

3.6.1 Reasons for Parking

The reason why people used the car parks was recorded and the results are displayed in **Figures 5 and 6**. These graphs and tables show the reasons why people chose to park their vehicles by volume and by percentage of users respectively in each of the car parks surveyed.

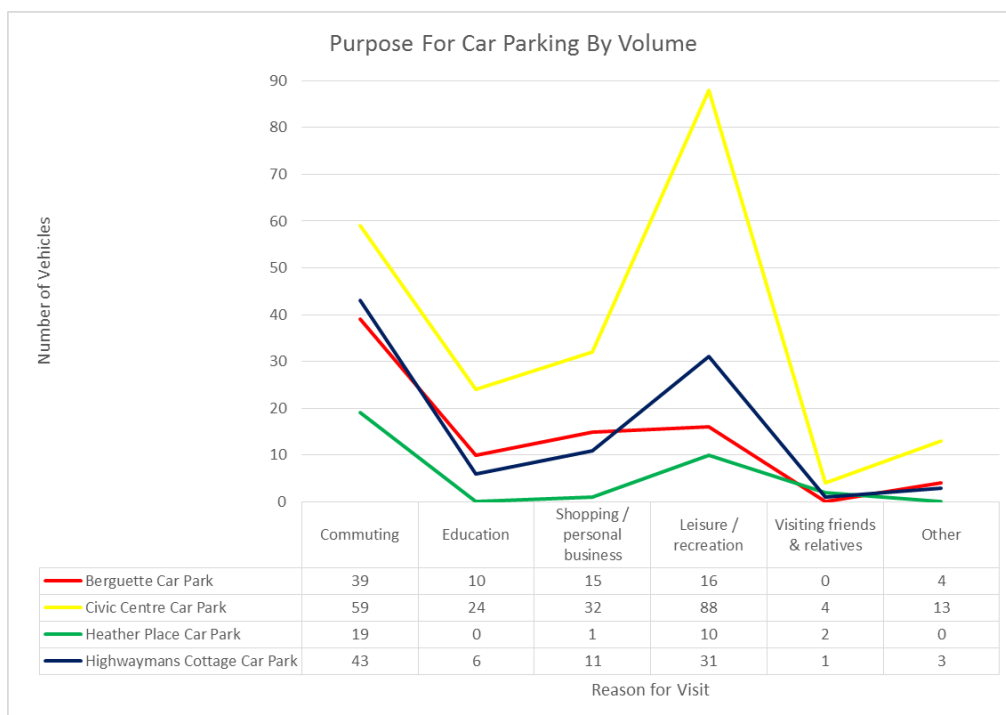


Figure 5 – Reasons for parking by volume

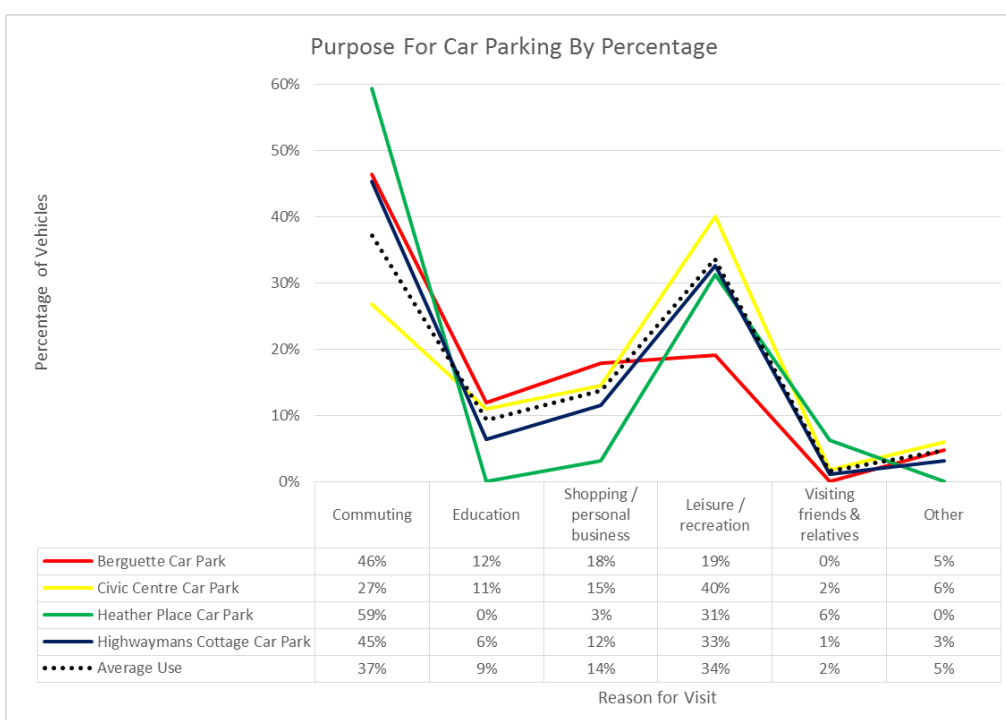


Figure 6 – Reasons for parking by percentage

5 ANALYSIS

5.1 Validation

5.1.1 Reliability

The ATC data collected from Tuesday 14th March on A244 Claremont Lane showed vehicle volumes of 17,324 compared with the ANPR camera 5E of the same location showing volumes of 17,260 (**Table 18**). The difference between these figures is negligible at 0.37% which confirms the accuracy of the ANPR values recorded.

The average weekday vehicle volume recorded by this ATC site throughout March 2017 was 16,846. The number of vehicles recorded on Tuesday 14th March was 17,324 which falls within +1 Standard Deviation (± 565) of the values recorded (**Table 19**). This is therefore consistent with typical vehicle volumes during school term time weekdays and this data represents regular weekday traffic conditions. As such the data is reliable and can be used to analyse typical traffic conditions.

5.2 Traffic in Esher

5.2.1 Volume of Traffic

Table 7 shows that the total volume of traffic using Esher town centre on any given term time weekday is 39,443. The table shows the routes that vehicles took within the small cordon of Esher town centre. They identify that the highest total volumes of vehicles were via 5D, the A307 Portsmouth Road in both directions.

5.3 “Through” Traffic in Esher

5.3.1 Vehicles not stopping

“Through” traffic has been identified as being vehicles passing through the cordon area with less than 15 minutes between sightings. These vehicles are therefore deemed to have driven constantly without stopping and have therefore used the route to pass through and not visit.

The number of vehicles that used Esher town centre to pass through to their final destination was identified in **Table 8**. It shows that the highest volume of vehicles using the town centre to pass through, travelled via 5D, the A307 Portsmouth Road in both directions.

The highest volume of “through” trips in the small cordon were from the A244 Lammas Lane to the A307 Portsmouth Road as seen in **Table 8**.

A minimum of 84% of all vehicles travelling via the small cordon were considered “through” traffic because they were recorded going in and out of the small cordon in less than 15 min, i.e. not stopping. **Appendix 2**.

A minimum of 77% of all vehicles travelling via the large cordon were considered “through” traffic because they were recorded going in and out of the large cordon in less than 15 min, i.e. not stopping. **Appendix 7**.

Table 9 shows that “through” traffic formed the highest proportion of all traffic on all routes with most of the routes having more than 90% of its traffic as “through” traffic. Although the A307 Portsmouth road had the highest total amount of vehicles using it,

the highest percentage of vehicles using a route for passing “through” was 5A, A244 Lammas Lane in both directions.

5.3.2 Peak Times

All sites going into and out of Esher town centre with the exception of 5C north and south had the highest counts in the mornings between 07:00 - 10:00, see **Figure 1 and 2**. 5C north had the highest counts in the evening, however it is a very small increase compared to the overall of the traffic. The evening counts are slightly lower than the morning counts, suggesting that traffic is using a different route in the evening rather than using the reverse route through Esher town centre.

There is not a significant difference in volume of vehicles throughout the day with the graph in **Figure 1** remaining relatively flat. This could be attributed to the increased speeds and therefore faster flows outside of the peak periods (**Table 20**), where more vehicles can pass through Esher town centre at a faster rate. During peak periods the roads are at capacity and the reduced speeds show that vehicles are passing through the town centre at a slower rate and therefore the difference between the volume of vehicles that pass through Esher during peak and of peak periods is not significant.

5.3.3 Vehicle Classification

The ANPR data in **Table 10** that distinguishes between the classifications of vehicles has shown that there is little difference based on all vehicles compared to those using the route as a “through” trip. This shows that the proportion of different vehicles that use Esher town centre as a “through” route matches the classification of vehicles expected throughout the day.

5.3.4 Unreliability

A fault was observed with ANPR camera 5D when comparing large and small cordon data of “Same out direction” vehicles. There was a difference in number due to 5D missing capturing of vehicle plates, this is likely due to the congestion and number of lanes present at this ANPR point. This could affect the number of vehicles recorded as well as what category they fall into. This error is likely to be small, however it cannot easily be quantified. The results for “through” traffic can therefore be taken as a minimum volume or percentage and in actual fact may be slightly higher than have been shown. This may also have an impact on why the percentage of “through” vehicles on 5D were not recorded as the highest.

5.4 Milbourne Lane

5.4.1 “Through” traffic

13,746 vehicles used Milbourne lane during 07:00 - 19:00, of which 2,660 used it as a cut “through”. This equates to 19.4% of all vehicles that travel on Milbourne Lane throughout the day use it as a “through” route as shown in **Table 17**. The percentage of unmatched vehicles is high however and could be due to the camera’s being unable to pair a number plate at a second location, it is likely though that as this cordon is not closed, this percentage of vehicles have taken another route to enter or leave the cordon. Another explanation could be due to a vehicle that left or returned to the cordon area outside of the 12 hour capture window. As an example, a resident who resides within the cordon area drives via an ANPR location at 09:00 and is captured, if they returned at 19:15 this would be outside the capture period and would

return as unmatched as their vehicle was only captured once. Again, due to this we can work on the basis that 19.4% of vehicles were “through” as a minimum value as it could be higher, but not lower.

32.5% of all vehicles using Milbourne Lane travelled in and out via the same point. This highlights that about a 3rd of journeys made used the same route in and out of Milbourne Lane. It is likely that these trips are made from home to a set destination in or around the Esher area and then return home afterwards.

Once all the vehicles that have travelled with the same out direction have been filtered, comprising of journeys longer than 15 minutes and those that travelled out of the cordon before returning, we can reasonably account for the percentage of vehicles that use Milbourne Lane. 20.2% of vehicles stay within the cordon area for longer than 15 minutes before leaving, and therefore are said to have stopped and could have added economic value to the area. It is worth noting that within the Milbourne Lane cordon there are several Schools, sports grounds, parks/commons and Claygate train station which would likely have a direct effect on vehicles that stay within the cordon for greater than 15 minutes.

22.3% of vehicles left the area before returning to it (Out before in), indicating that they are likely to be a resident within the cordon area. This makes up the highest percentage use of Milbourne lane throughout the day.

5.4.2 Peak Times

Table 11 shows the highest proportion of “through” traffic is between 07:00 – 07:59 with 35.1%. Although a higher proportion of traffic in the morning is “through” traffic, the evening has the highest volume of “through” traffic between 17:00 – 17:59 with 374 vehicles. The proportion of “through” trips on Milbourne Lane over the 12 hour period was 19.4% (**Table 17**), highlighting that the proportion of vehicles using Milbourne Lane as a “through” trip increases during peak periods.

In the morning peak period and peak hour, vehicles which stayed within the cordon area longer than 15 minutes was 40.2% (**Table 13**), and 42.6% (**Table 14**) compared to the evening peak period and peak hour of 8.5% (**Table 15**) and 6.0% (**Table 16**). This shows that most of the traffic on Milbourne Lane in the morning is due to vehicles travelling in the cordon area and stopping for a substantial time, whilst stopping in the evenings is a very low proportion of the traffic in Milbourne Lane.

Conversely vehicles that travelled out of the cordon area before returning, likely to be residents, was a low proportion of the traffic on Milbourne Lane in the mornings and significantly higher in the evenings. Out before in during the morning peak period was 11.5% (**Table 13**) compared to the evening peak period where the value was 34.6%, (**Table 15**). This highlights that a higher proportion of traffic on Milbourne Lane during the PM peak period was actually due to residents. This is likely to be residents returning home from work, or leaving and returning from the shops or leisure activities for example.

5.4.3 Vehicle Classification

The ANPR data in **Table 10** that distinguishes between the classifications of vehicles, has shown in contrast with the town centre that there is a difference based on all vehicles, compared to those using the route as a “through” trip. The percentage of cars that uses Milbourne Lane to cut “through” is lower than the total percentage of cars that use Milbourne Lane (86.6% to 83.8%), suggesting fewer cars use it as a cut

through compared to LGV (9.5% to 10.1%) and OGV2 (1.5% to 4.0%) classified vehicles that have increased. This suggests that LGV and OGV2 vehicles are more likely to use Milbourne Lane as a cut “through” route to bypass Esher town centre than cars.

5.4.4 Routes on Milbourne Lane

It has been established that at least 19.4% of vehicles that use Milbourne Lane, do so as a cut “through” (**Table 17**). Looking specifically at this proportion of traffic, the routes by which they have taken has been detailed in **Figure 3**. The graph and data shows that the highest volume of “through” traffic on Milbourne Lane travels on the route starting at 4A Littleworth Road and ending on 3A Milbourne Lane (**Appendix 3**) and that the greatest volume on this route is between 16:00 and 19:00.

The two routes starting at 3A, to 4A and 4B, follow a similar trend and volume (**Figure 3**). In contrast, the reverse of these routes 4A and 4B, to 3A show a similar trend, however the volume on route 4B to 3A is much lower. This is most notably due to the entrance of Littleworth Road on the dual carriageway Kingston by pass A309 (4B) which allows entry or exit from one side of the dual carriage way only, therefore reducing the number of vehicles that are likely to use it. It is possible that because of the reduced chance of using route 4B to 3A, there is an increase in the number of vehicles making the journey to 3A from 4A instead of 4B. This explains why the greatest volume of vehicles travelling on Milbourne Lane is on route 4A to 3A. A map showing these points of interest is located in **Appendix 3**.

The information from **Table 11** shows that the highest number of “through” trips travel in an Easterly direction (55%) on Milbourne Lane compared to a Westerly direction (45%).

The results from the MCTCNT’s in **Section 3.4** show that: 26% of the vehicles driving South on A244 Claremont Lane turned left onto Milbourne Lane, whilst 33% of the vehicles driving North on A244 Copsem Lane turned right onto Milbourne Lane. This shows a higher proportion of vehicles use Milbourne Lane from Copsem Lane heading towards Esher compared with those travelling away from Esher.

5.4.5 Effect of Local Road Flows

Table 19 shows that the speed in the North East direction varies a small amount at 08:00, in contrast the speed in the South West direction slows substantially at 08:00 from 28.4mph to 18.3mph and again gradually reduces from 29.7mph at 13:00 to the daily low of 14.1mph at 16:00. When observed in conjunction with the spike on route 4A to 3A between 16:00 and 18:00 in **Figure 3**, it can be concluded that the increased volume of vehicles using Milbourne Lane as a cut “through” could be due to the reduction in speed and therefore traffic through Esher town centre in the South West direction. The figures indicate that drivers are using Milbourne Lane in a westerly direction to avoid traffic in Esher town centre. This conclusion would also explain the reduction in volume of vehicles passing ANPR camera 5D in the afternoon and evening compared with the morning as seen in **Figure 1**.

5.5 Parking in Esher

5.5.1 Purpose for stopping

Figure 5 highlights the reasons why people are stopping and parking in Esher, commuting being the number one reason for stopping, with Leisure and recreation not far behind.

As a percentage of those surveyed, **Figure 6** shows that each car park follows a very similar trend with commuting making up the highest proportion of people parking there, followed by leisure and recreation.

It is worth noting that the Civic Centre has the fewest proportion of people using the car park for commuting despite having the largest quantity, this could be attributed to the pricing of the car parks. You would expect a higher proportion of people using Heather Place and Highwaymans cottage for commuting due to the daily and maximum charge being lower than the Civic Centre and Berguette car parks, this can be seen from the results in **Figure 6 and Table 24**. The Berguette car park has the lowest proportion of people using the car park for leisure and recreation. Due to the small number of spaces available at Heather Place car park, as a proportion, the results may be slightly skewed.

5.5.2 Car Park Volume

By combining MTCNT data, the results in **Figure 4** clearly indicate the number of vehicles in each car park throughout the day. Most car parks followed a similar trend with the number of vehicles parking rising until about 10:00 and then reducing from about 16:00. Notable exceptions are Waitrose car park and the Civic Centre car parks. Waitrose car park steadily rose throughout the day, indicating that the maximum number of vehicles parked was reached at 15:00 whilst the Civic Centre had a gradual reduction in number of vehicles parking between 12:00 and 17:59 before having an increase again after 18:00. This evening increase can be attributed to leisure and recreation activities such as the cinema. The Berguette car park shows inflated numbers of vehicles parking than the capacity allows (**Table 24**), this may be due to vehicles parking for business in additional private spaces, where access is from the car park.

5.5.3 Anomalies

Surveyors observed that a significant number of vehicles left the Waitrose car park by cutting through a gap in the Berguette car park on to the A244 Claremont Road, this is corroborated by the results. Many of these vehicles turned right out of the Berguette car park despite it being left turn only. It can be assumed that the vehicles travelling through the Berguette car park from Waitrose and turning right did so in order to avoid the one way system which would create a longer route to travel and to avoid any traffic during peak periods.

5.6 Scilly Isles

5.6.1 Origin and destination data

The video capture at the Scilly Isles junction produced the data in **Table 21**, highlighting that the highest volume of traffic moves from C (A309 Kingston Bypass) to A (A309 Hampton Court Way) with 8,793 vehicles making this route. The lowest volume of traffic passed from D (A307 Portsmouth Road –Thames Ditton) to C (A309

Kingston Bypass) with 626 vehicles taking this route. See map of Scilly Isles junction in **Appendix 5**.

Looking specifically at B (A307 Portsmouth Road – Esher), **Table 22** shows that 19% of vehicles travelled from B to A, 49% travelled from B to C and 31% travelled from B to D. This highlights that a small proportion of vehicles travelling from the direction of Esher High Street then travel towards Hampton Court and that the majority take the A309 Kingston Bypass or the A307 Portsmouth Road towards Thames Ditton, Surbiton and Kingston. See map of Scilly Isles junction in **Appendix 5**.

In contrast, **Table 23** shows which direction vehicles travelling on the A307 Portsmouth Road towards Esher High Street have come from. Of those vehicles travelling towards Esher High Street on the A307 Portsmouth Road, 22% came from A, 44% came from C and 33% came from D. These results show a similar trend in that a smaller proportion of vehicles using the Scilly Isles junction travel to Esher from the A309 Hampton Court Way compared to the majority of vehicles that come from the A307 Portsmouth Road (Thames Ditton) and the A309 Kingston Bypass. See map of Scilly Isles junction in **Appendix 5**.

5.7 Additional Information

5.7.1 Peak Hours

The ANPR data provided in 15 minute intervals showed that the AM and PM Peak hours through the small cordon of Esher town centre was 07:15 – 08:14 and 15:30 – 16:29 which is consistent with the ATC data. The Peak hours for Milbourne Lane were 07:45 – 08:44 and 17:15 – 18:44 which are later than those for Esher town centre. This could be due to traffic building in the town centre and as a consequence, drivers are taking the option to use Milbourne Lane to avert this traffic.

5.7.2 Milbourne Lane “through” traffic

2,660 vehicles used Milbourne Lane to cut “through”, avoiding the town centre. If these vehicles did not use Milbourne Lane and all these vehicles used the route via A307 Portsmouth road (5D) they would increase the total volume travelling through Esher town centre to an estimated 42,103 equating to an increase of 6.7%.

6 CONCLUSION

6.1 Purpose

This report has been designed to analyse the data collected from surveys relating to the traffic concern in Esher. Pertinent questions were identified for the scope of this report including; quantifying the level of traffic, what proportion of traffic in Esher is “through” traffic, for what purpose are drivers stopping and parking in Esher, and to investigate the extent to which Milbourne Lane is being used as a cut “through” to avoid the town centre.

The results, analysis and conclusions within this report are to be used to inform the Esher Transport Study Group to investigate what options are available to reduce “through” traffic, should it be found that this is significant.

6.2 Findings

The total volume of traffic using Esher town centre on any given term time weekday is 39,443. 84% of these vehicles were considered “through” traffic.

The Portsmouth road is the busiest road within Esher town centre with the highest number of vehicles using it, however, the highest percentage of vehicles using Esher town centre as a route to travel “through” to their final destination, travel on Lammas Lane.

As traffic builds in Esher town centre and vehicle speeds decrease, drivers could be using a different route to avoid the traffic.

13,746 vehicles use Milbourne Lane during 07:00 - 19:00. 2,660 of which use it directly to avoid travelling “through” Esher town centre. This equates to a minimum of 19.4% of vehicles travelling on Milbourne Lane do so as a cut “through”.

20.2% of vehicles that travel on Milbourne Lane make a stop for longer than 15 minutes before leaving and could be for a variety of reasons, such as school pick up or drop offs, sports and leisure activities, using the train station and adding economic value to the area.

22.3% of vehicles that travel on Milbourne Lane are likely to be local residents. This makes up the highest percentage use of Milbourne lane throughout the day.

The highest volume of vehicles traveling on Milbourne Lane take the route starting at 4A Manor Road South and end at 3A Milbourne Lane. This corresponds most noticeably between 15:00 and 19:00 and reaffirms the conclusion that drivers are using Milbourne Lane in a Westerly direction to avoid traffic in Esher town centre.

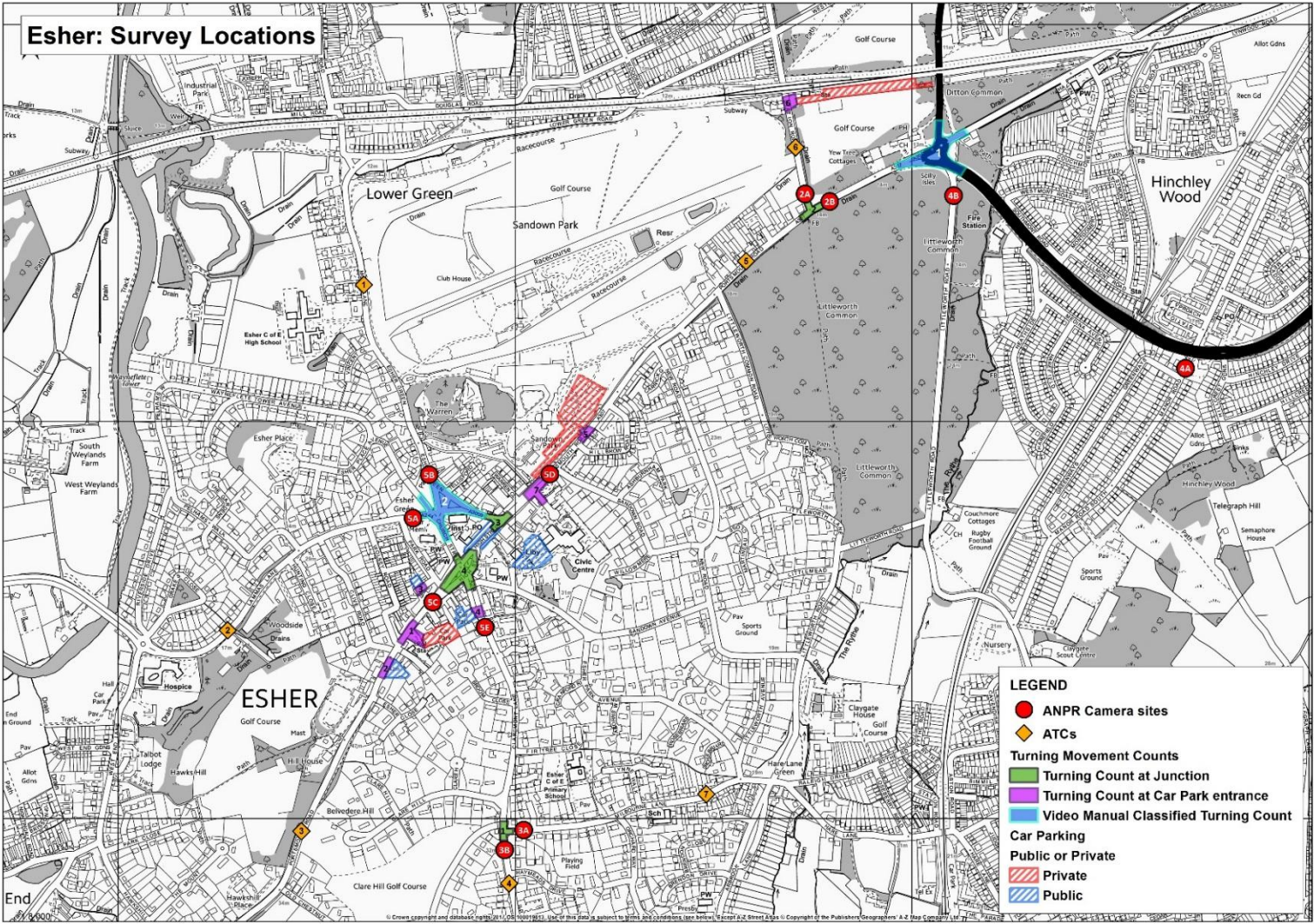
Evidence suggests that LGV and OGV2 vehicles are more likely to use Milbourne Lane as a cut “through” route to bypass Esher town centre. Cars however make up the largest proportion of vehicles at 83.8%.

Over 75% of vehicles that travel to or from Esher on the A307 Portsmouth Road using the Scilly Isles junction do so using the A307 Portsmouth Road (Thames Ditton) and the A309 Kingston Bypass.

Commuting makes up the highest proportion of people parking in Esher, followed by leisure and recreation.

A number of vehicles left the Waitrose car park by cutting through a gap in the Berguette car park on to Claremont Road turning right, despite it being left turn only, to avoid the one way system and traffic.

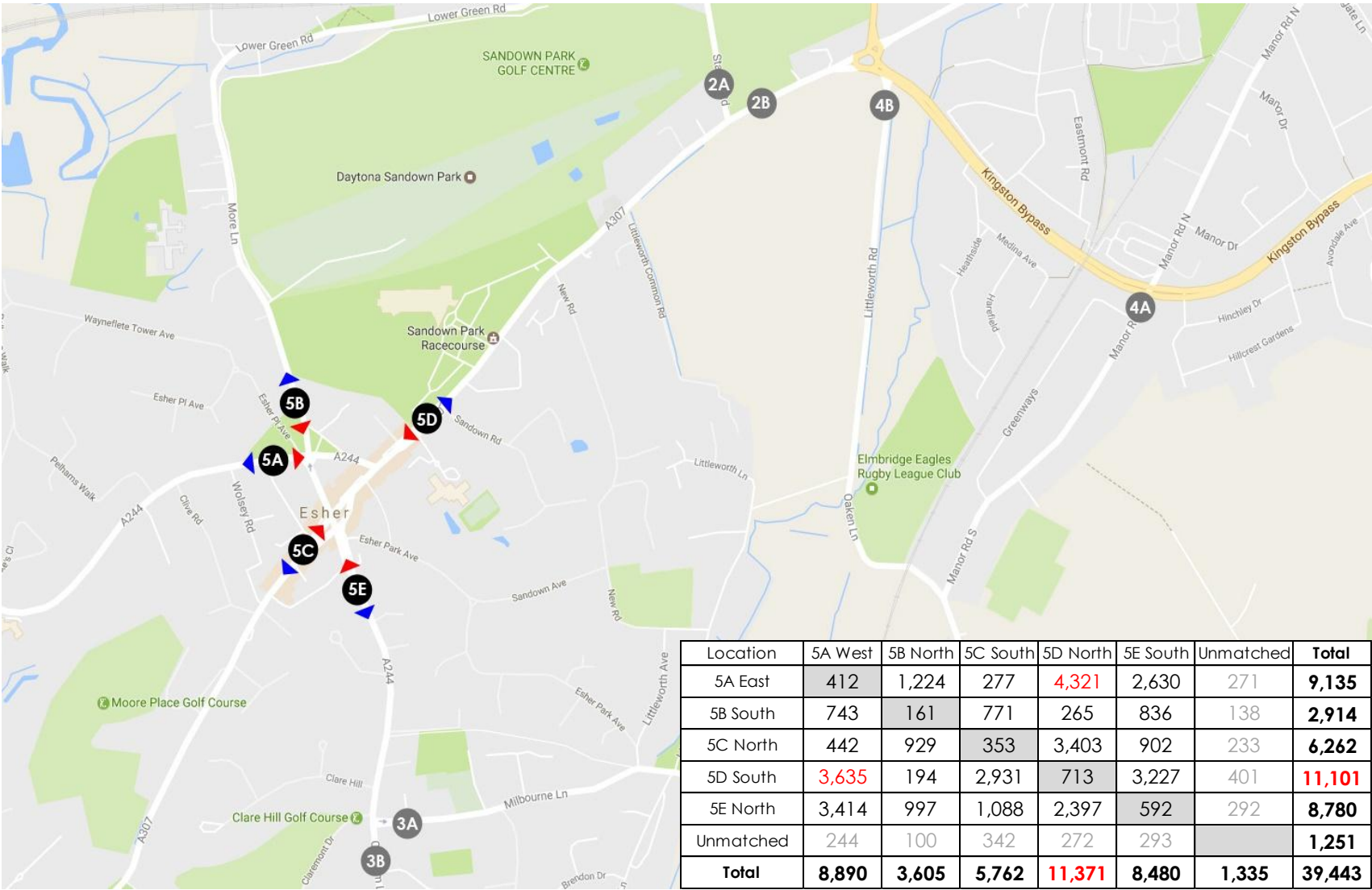
If Milbourne Lane was not used as a cut "through", Esher town centre traffic would increase by an estimated 6.7%.



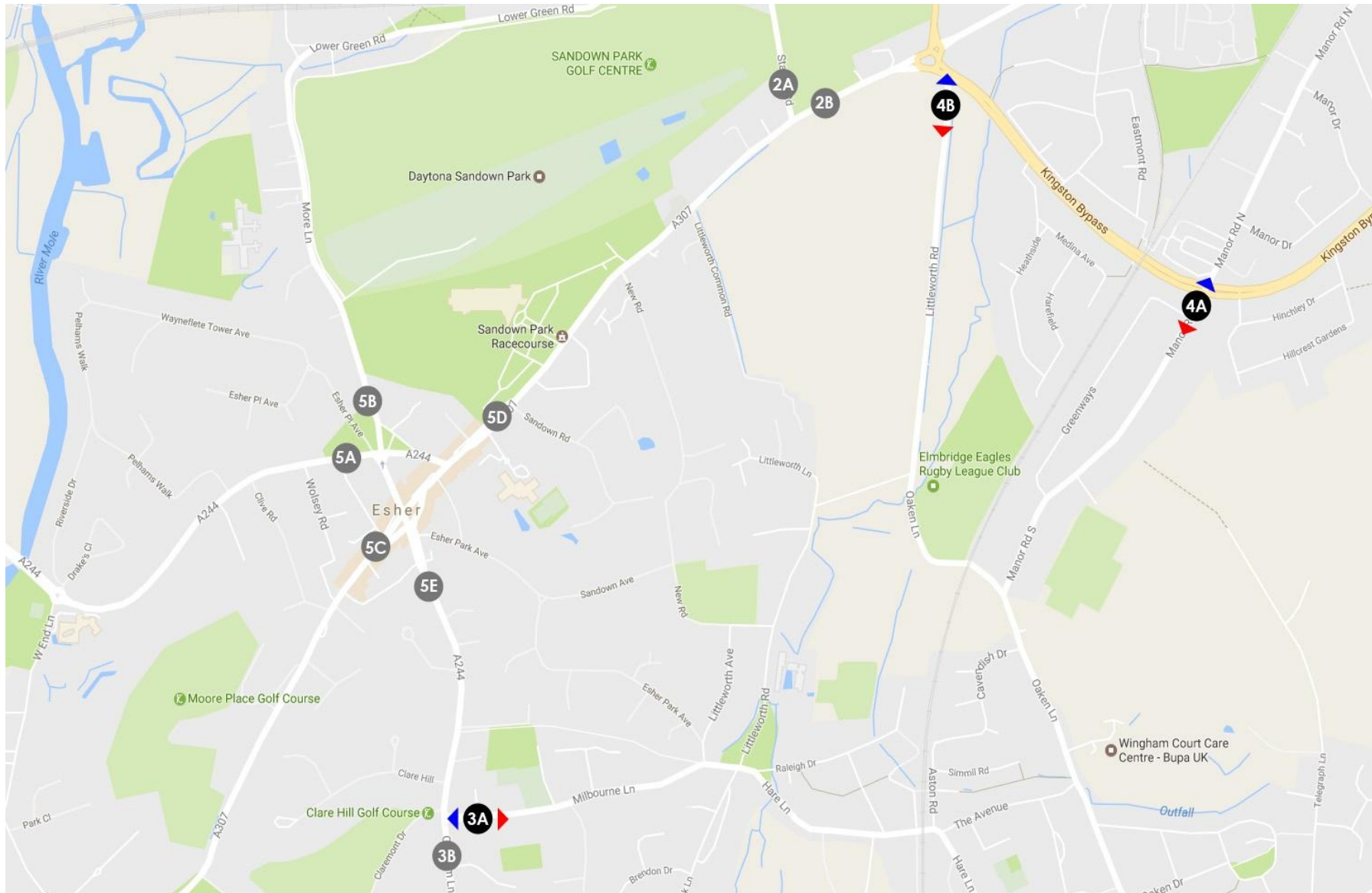
APPENDIX

Appendix 1 – Map of all survey data capture

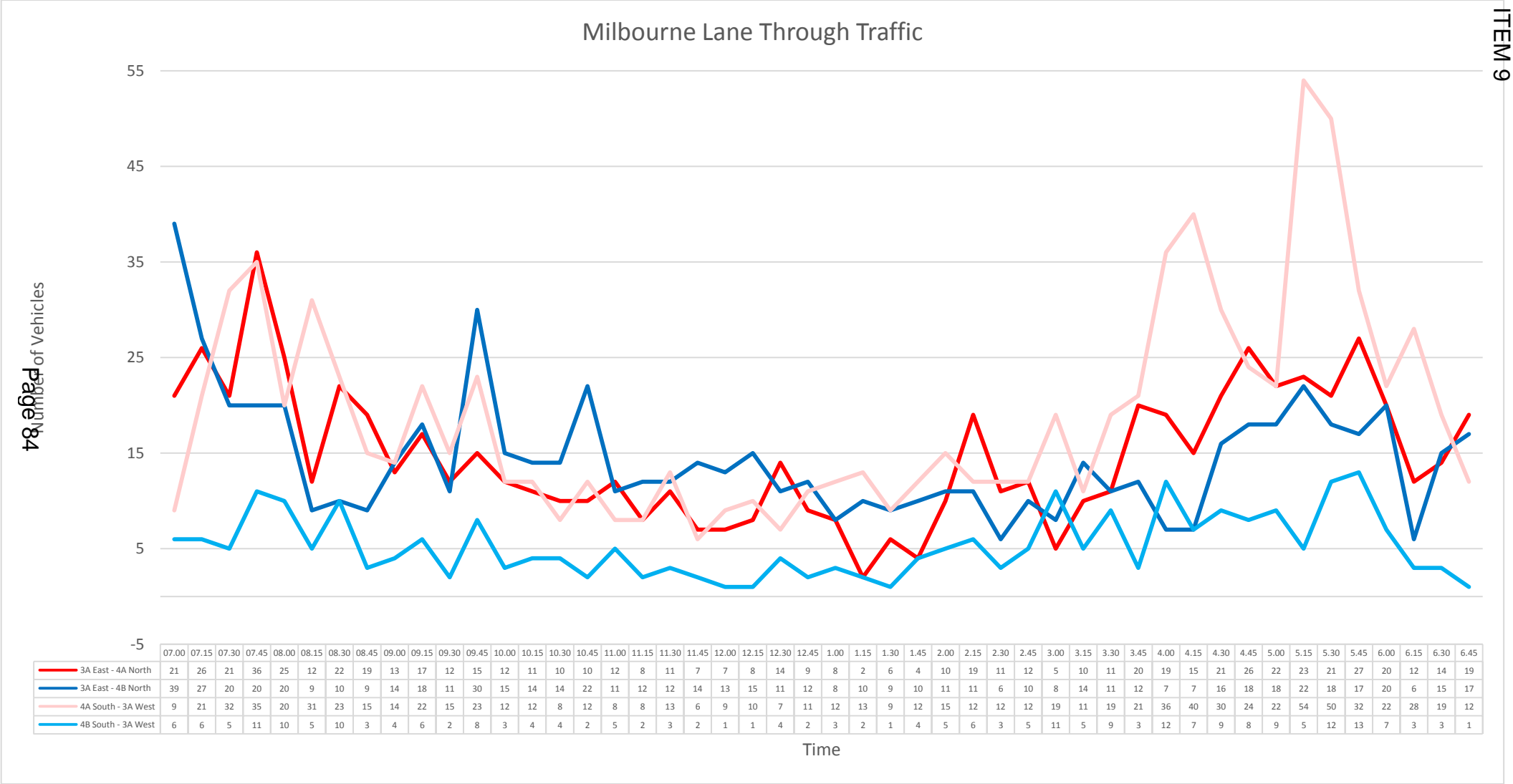
ITEM 9



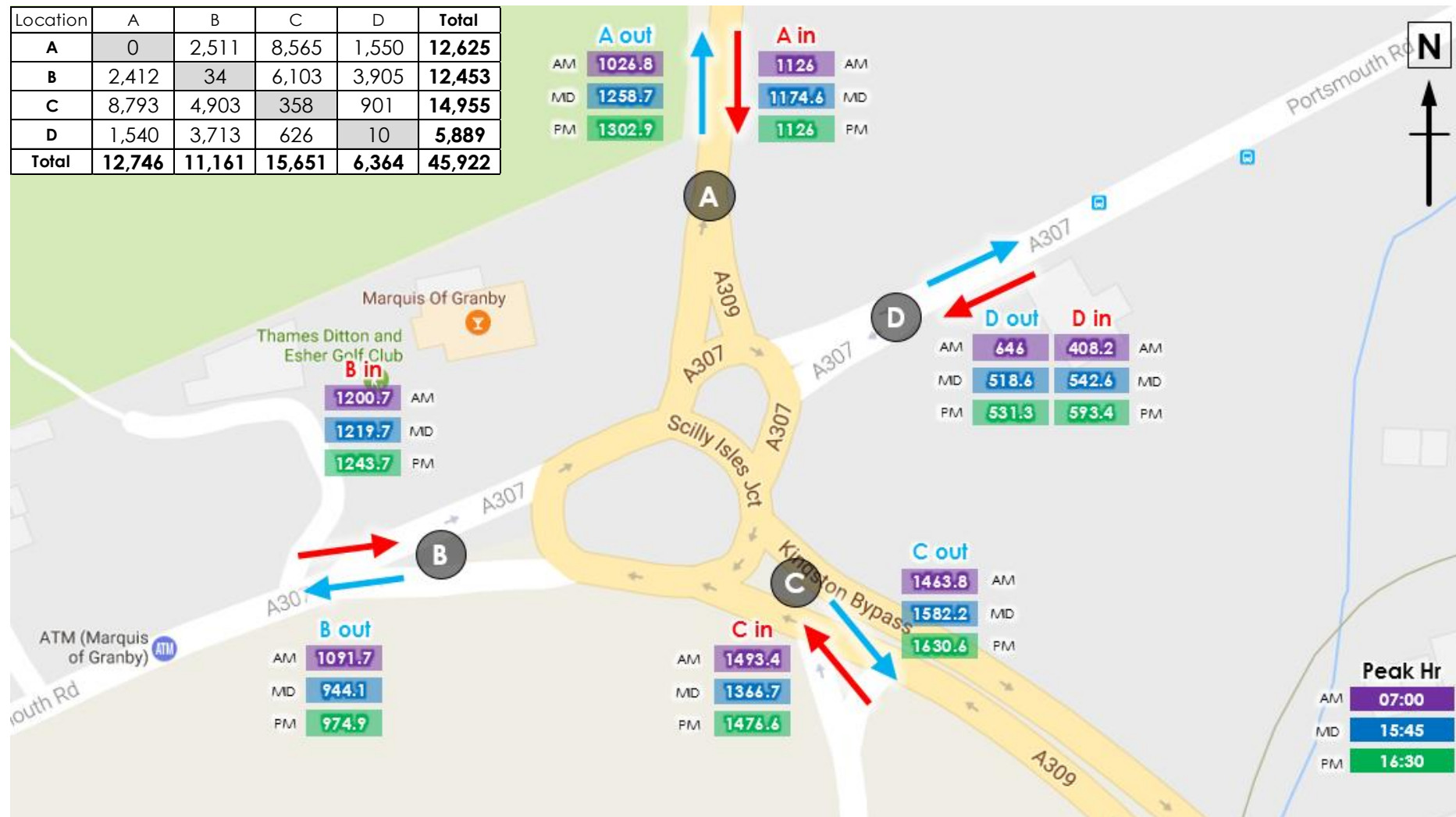
Appendix 2 – Small cordon area, ANPR camera's highlighted




















Appendix 3 – Milbourne Lane cordon area, ANPR camera's highlighted



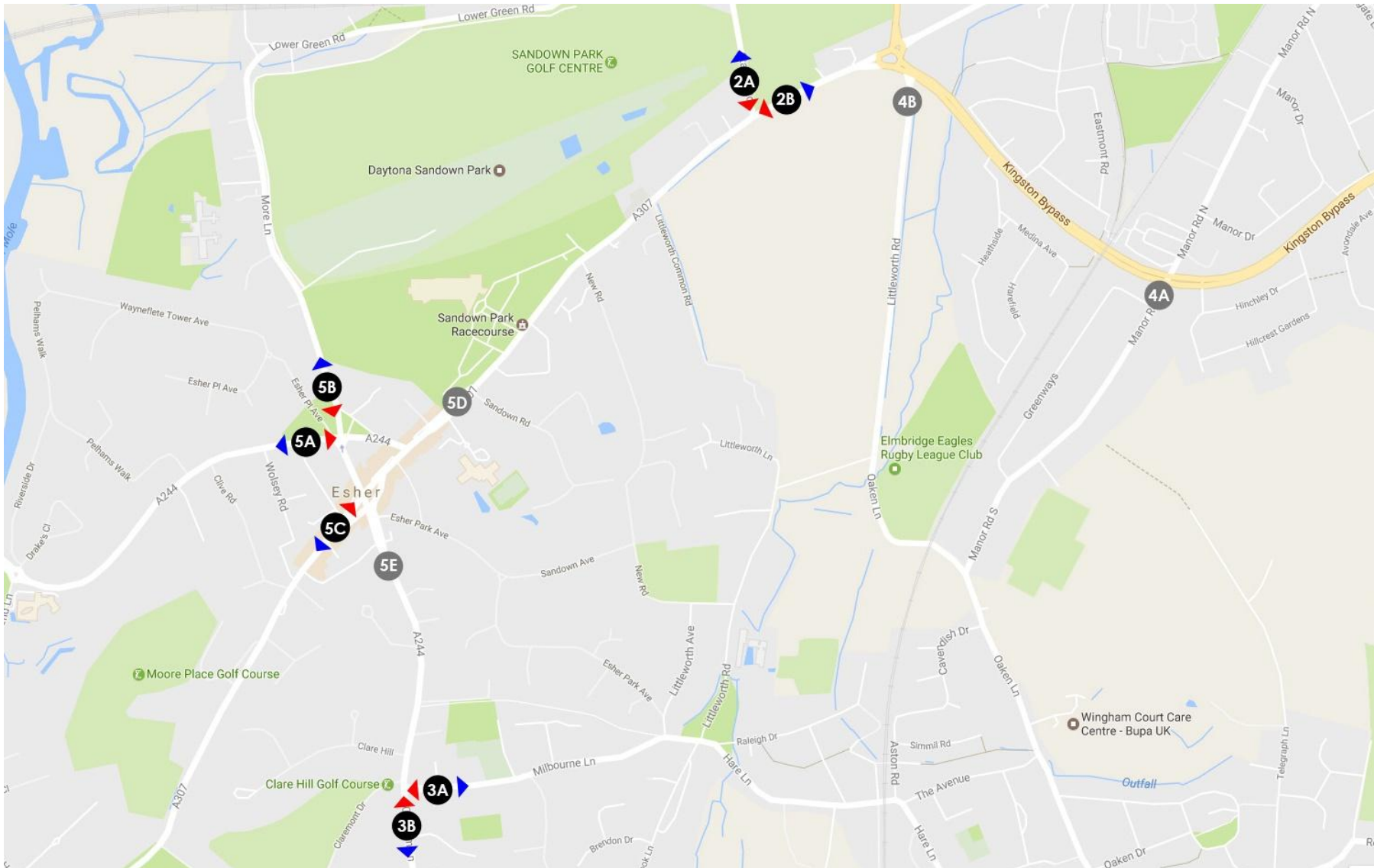
Appendix 4 – Milbourne Lane through traffic in 15 minute intervals



Appendix 5 – Traffic flow data at the Scilly Isles junction

CAR	<div> SALOON</div> <div> ESTATE</div> <div> PEOPLE CARRIER</div> <div> CAR TOWING CARAVAN/TRAILER</div>
LIGHT GOODS VEHICLE (LGV)	<div> VAN</div> <div> <3.5 TONNES</div> <div> PICK-UP</div>
OTHER GOODS VEHICLES (OGV 1)	<div> >3.5 TONNES</div> <div> 2 AXLES RIGID</div> <div> 2 AXLES RIGID</div> <div> 3 AXLES RIGID</div>
OTHER GOODS VEHICLES (OGV 2)	<div> 4 OR MORE AXLES RIGID</div> <div> 3 AXLES ARTIC</div> <div> 4 OR MORE AXLES ARTIC</div> <div> OTHER GOODS VEHICLE WITH TRAILER</div>
BUSES & COACHES (PSV)	<div> DOUBLE DECK BUS</div> <div> SINGLE DECK BUS OR COACH</div>

Appendix 6 – Vehicle classifications



Appendix 7 – Large cordon area, ANPR camera's highlighted

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Esher Green, Esher Collision reduction scheme Feasibility Report

May 2017

DRAFT

Project Title: Esher Green, Esher.
Collision reduction scheme

Document Title: Feasibility Report

Client Reference: PC0760

Date: May 2017

Prepared By: Print Andrew Porter

Sign

Authorised By: Print Peter Shimadry

Sign

Amendment List

Iss. / Rev.	Iss. / Rev Date	Remove		Insert	
		Page	Iss. / Rev.	Page	Iss. / Rev.

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1. INTRODUCTION:

This report is to investigate the feasibility of the range of measures that could help reduce the number of collisions that have been taking place at the junction between A244 Lammas Lane, A244 Church Street, A244 Esher Green, D6897 Esher Green (More Lane), D6897 Esher Green (one-way section) and D6897 Esher Place Avenue.

Several reports have been presented to the Local Committee in the past highlighting the collision issues with this site as well as making recommendations. A brief overview of the site's history is shown below:

The existing junction layout was created in 1989 to address a significant accident and congestion problem. Key issues addressed at the time included:

- An ongoing accident problem of traffic turning right from More Lane into Lammas Lane and having priority over traffic exiting from Church Street.
- Traffic in Church Street waiting to turn left onto Lammas Lane frequently backed up Church Street and affected the operation of the traffic signals in the High Street.
- The lack of a dedicated lay-by arrangement outside Christ Church in Church Street resulted in hearses and wedding cars effectively blocking Church Street.
- No dedicated facility for vehicles waiting to turn right into Esher Place Avenue.
- The slip road across Esher Green towards Tellisford allowed two way traffic flow.
- Significant levels of traffic were using the residential More Lane in the morning and evening to avoid using Esher town centre.

All of these issues were addressed by the scheme implemented in 1989.

Following the introduction of this scheme an after study was completed and a number of minor changes were made between 1993 and 1998. This included:

- Alterations of the existing road signage and lining to better define the junction priorities.

- Realignment and resizing of a number of the islands to create additional deflection and to increase the width of the movement from Church Street into More Lane.
- The laying of high performance coloured anti skid asphalt surface on the Lammas Lane approach to the junction.
- Improving the advance direction signing to Sandown Park, with particular attention to the rear entrance in More Lane as a number of those vehicles involved in accidents had been travelling to this expanding centre.
- Alterations to the lane markings in Church Street to try to improve lane discipline on the approach to the junction.
- Improvements to pedestrian facilities.

Having completed these measures there was still an underlying collision problem associated with the cross movement from Church Street into More Lane. In 1999 funding was given to a feasibility study to arrive at a long-term comprehensive solution for the junction. Recommendations were made, and there was then development of the two preferred options (a conventional (kerbed central island) roundabout and a realignment of the A244 Lammas Lane approach). With the termination of the Highway Agency agreement in April 2002, the scheme was reviewed and a number of options (including a realignment, together with two traffic signal options and an experimental Bus-Gate proposal) were prepared for public consultation.

Following this consultation, the preferred scheme of re-aligning the Lammas Lane approach was given the most support. This option was then to be developed alongside seeking to move the War Memorial, realigning Esher Place Avenue into More Lane, and discussing the possible closure of the one-way road across Esher Green toward Tellisford. This was agreed at the Local Committee in March 2004.

In September 2005 a report was taken to the Local Committee to approve a detailed design of a scheme and agree the Statutory Procedures necessary to progress it. The scheme that was for approval has Esher Place Avenue exiting as it does currently into Lammas Lane. The reason for this change was because there was insufficient land to 'swap' for the Common Land that would be required to implement the original scheme. To help minimise the impact this would have on Lammas Lane, it was intended that an island should be extended to essentially prevent right turn movements either into or out of Esher Place Avenue. The War Memorial was still required to be repositioned to allow the scheme to be implemented. There would also be two new signal controlled pedestrian crossing facilities to be constructed on Lammas Lane and Church Street.

In March 2006 a report was taken to the Local Committee as a result of objections received to the proposed restrictions to movements into and out of Esher Place Avenue. Recommendations were made that the design was

developed to remove the need for these restrictions (see Figure 1). It also said that monitoring of the location would be necessary following the construction of the scheme to ensure that road safety had not been compromised by this decision, and if it had, then to re-consider the implementation of the movement bans.

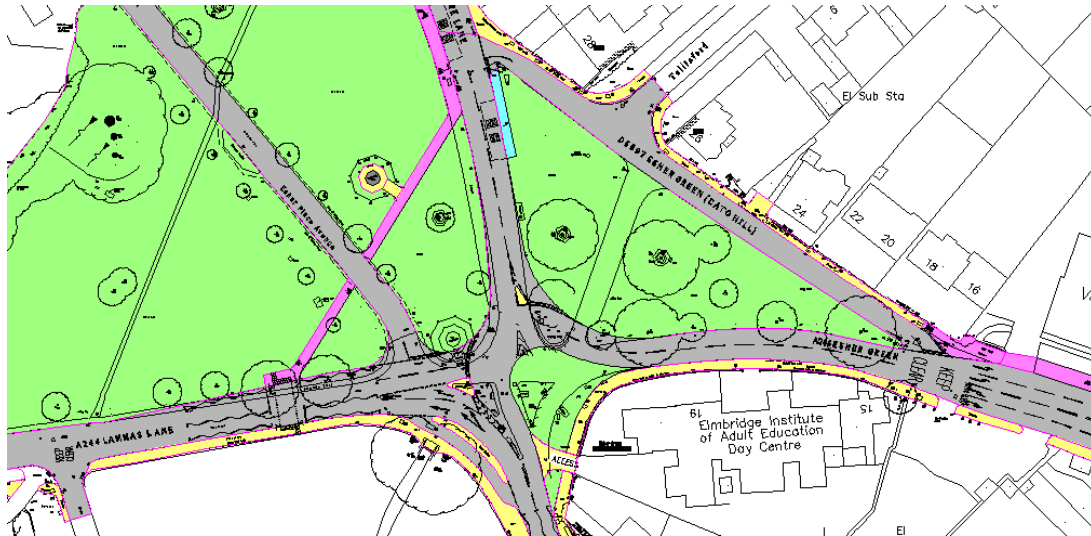


Figure 1: Recommended design for junction from March 2006 Local Committee Report

Since these reports the junction has benefited from two new controlled pedestrian crossing points as well as a minor improvement to the central island at the time of the London 2012 Olympic Games Cycle race.

The scheme that was agreed in March 2006 (see Figure 1) has not progressed from the design stage due to the requirement to reposition the War Memorial, where discussions are on-going.

Collisions are still occurring, and this report is to evaluate options to help to reduce the number of collisions, whilst at the same time avoiding the need to use Common Land, and/or the requirement for the War Memorial to be repositioned.

2. SITE ANALYSIS:

Lammas Lane is a busy 'A' road linking Hersham to Esher, with a speed limit of 30mph. Church Street and Esher Green are also 'A' roads and make up part of the Esher one-way system. On site observations have shown that the majority of traffic flows east to west from Lammas Lane to Esher Green, and north to west from Church Street to Lammas Lane. Currently both these routes have priority and do not require motorists to give way. There are six roads that make up this junction, with 16 movements possible. These movements are managed by give ways signs and road markings and priority

routes, and thus rely on drivers to have good visibility and the ability to adequately judge other vehicle's path and speed.

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3. DATA COLLECTION:

3.1 Personal Injury Collisions

An assessment has been made of the personal injury collisions that have been reported by the police between the period 1st January 2011 to 31st October 2016, around the junction. During this period there are thirty six recorded personal injury collisions, thirty had a severity of 'slight' and six 'serious'.

Latest 5 years and year to date collisions (01/01/11 to (31/10/16)			
Year	Slight	Serious	Fatal
2011	1	0	0
2012	3	0	0
2013	6	2	0
2014	3	2	0
2015	6	2	0
2016 (Jan to Oct)	11	0	0
Total	30	6	0

Figure 2: Collision data

Twenty six collisions took place during daylight, whilst ten were during darkness, but with street lights. The vast majority, thirty four, of the collisions happened when the road surface was dry. When the police attend personal injury collisions they assess and log the contributory factors that lead to the collision. The table below shows all the factors that led to a collision that have been recorded at this location during this assessment period. Some collisions have a number of factors attributed to them.

Collision contributory factors (01/01/11 to (31/10/16)	
Factor	Number
Failed to look properly	24
Failed to judge other persons path or speed	9
Disobeyed Give Way or Stop sign	8
Junction overshoot	7
No factors given	4
Careless/Reckless/In a hurry	3
Vision affected by dazzling sun	2
Exceeding speed limit	2
Inexperience or learner driver	1
Vision affected by road layout	1
Distraction in vehicle	1
Junction restart	1
Slippery road (due to weather)	1
Impaired by alcohol	1

Figure 3: Collision contributory factors

Over three-quarters of the recorded collisions involve two vehicles, one of which was travelling from west to east (from Hersham to Esher) and the other vehicle crossing their path by travelling south to north (Esher to Lower Green).

On site observations have shown that vehicles waiting at the Church Street junction to head north into More Lane have restricted visibility to the west. This restriction is further reduced when a vehicle from Church Street is waiting to turn right into Esher Place Avenue.

Anecdotal evidence from a resident seems to suggest that there is an issue with drivers travelling north along Church Street and wishing to enter the one-way section across Esher Green towards Tellisford to access the on-street parking that allows for non-permit holders. The existing road layout does not provide clear instructions for drivers to make this maneuver, and this results in unexpected hesitancy and/or an inability for other drivers to correctly judge the movement, which in turn could result in a collision. It should be noted that none the recorded collisions provide enough detail to indicate this as a cause.

4. DISCUSSION AND OPTIONS:

It should be noted that the options provided below reflect those that have been investigated and may not necessarily be options that would be recommended for implementation.

4.1 Do Nothing

The location has an on-going high level of personal injury collisions; by taking no action it would not address this issue. It is therefore not considered a satisfactory option.

4.2 Do minimum

Signing improvements on approaches and at the junction

4.3 Option 1a – Circulatory Design

(See Appendix Option 1a)

4.4 Option 1b – Circulatory Design with greater deflection than 1a

(See Appendix Option 1b)

4.5 Option 1a – Circulatory Design with greater deflection than 1b

(See Appendix Option 1c)

4.6 Option 2 – Speed cushions

(See Appendix Option 2)

4.7 Option 3 – Speed tables

(See Appendix Option 3)

4.8 Option 4 – Junction table

(See Appendix Option 4)

4.9 Option 5 – Traffic signals

(See Appendix Option 5)

4.10 Option 6 – Junction priority changes

(See Appendix Option 6)

4.11 Option 7 – Removal of south to north movement

(See Appendix Option 7)

4.12 Option 8 – Increased deflection along west to east movement

(See Appendix Option 8)

4.13 Option 9 – Closure of one-way access road across Esher Green

(See Appendix Option 9)

5. RECOMMENDATION:

This junction, despite its numerous changes, still has a high number of personal injury collisions taking place. Whilst the scheme agreed in March 2006 should help to address this, because of the continuing delays in seeking permission to move the War Memorial and issues relating to Common Land, people are continuing to be hurt at this junction. Whilst some of the options in this report are likely to have a greater effect on casualties, these would be very expensive and unlikely to be affordable in the near future. In addition, a large scheme at this stage could prove abortive if the Esher Transport Study concludes that a different arrangement would be beneficial when looking at transport / traffic patterns through Esher holistically. It is therefore recommended that a phased approach be agreed,

that will install measures that should reduce the number/severity of the collisions whilst at the same time be conducive to whatever final scheme is delivered.

Phase One: Review existing signage to ensure that clear and concise information is provided. Provide additional signage only where a clear benefit can be established.

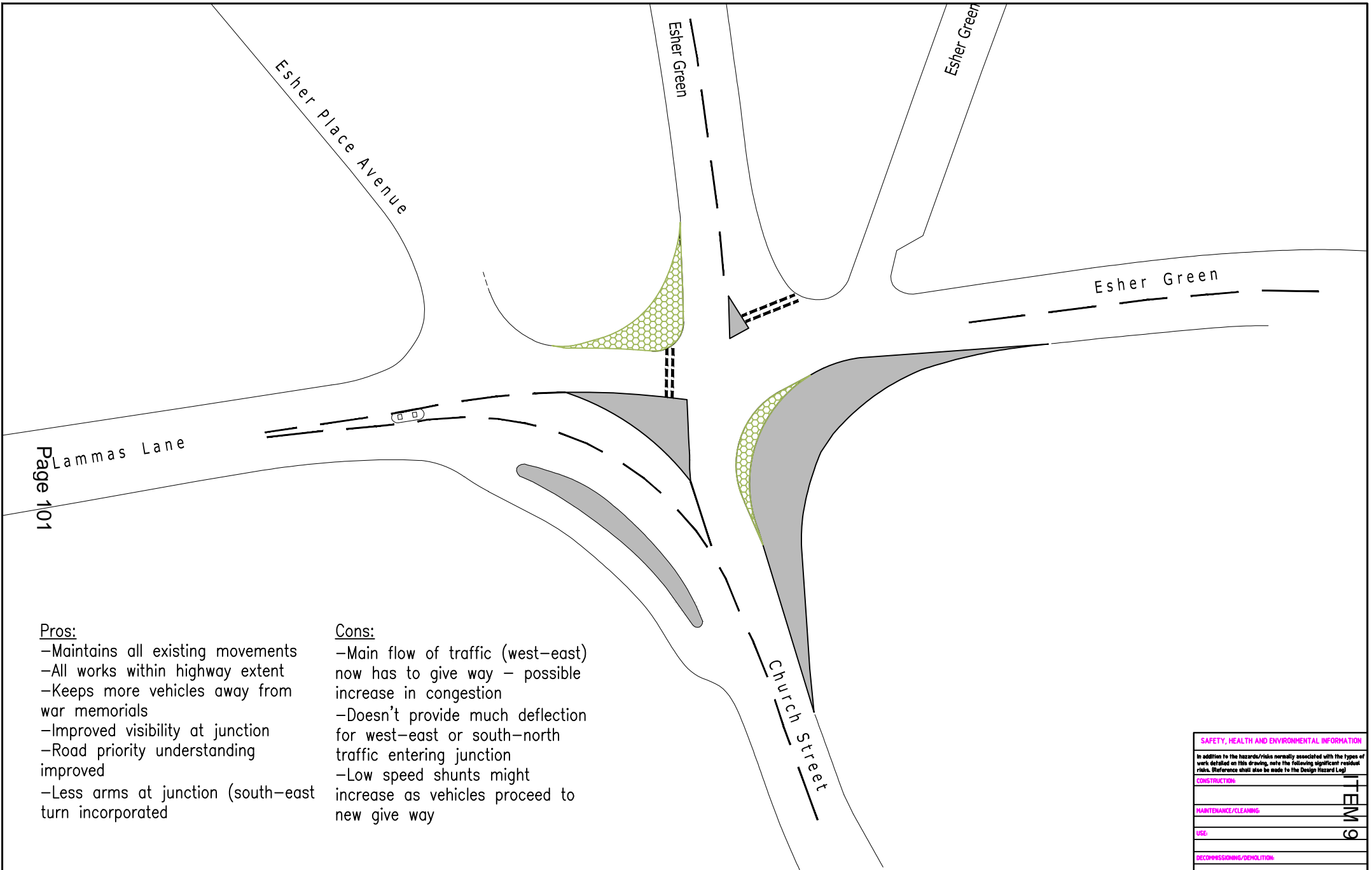
Phase Two: Place the existing controlled pedestrian crossings in both Lammas Lane and Church Street on raised road tables. This will help to reduce speeds with the intention of increasing the length of time drivers have of seeing each other, therefore have more time to react to any situation. It also has the added benefit of adding to the conspicuousness of the pedestrian crossings. It is envisioned that Phases One and Two could take place as one initial stage, subject to funding. Once installed, a review period of one year will be needed to confirm the extent of change to the levels of collisions at the junctions. A report should then be brought back to this Local Committee highlighting the comparison between the collision rates pre and post Phase One and Two works. The Local Committee should then agree to either continue to monitor the collisions for a longer period of time, agree that the levels of collisions have been reduced to a level similar to other junctions in the county and thus no further action is necessary at this time or to implement Phase Three.

Phase Three: Install an experimental restriction to right turn movements into and out of Esher Place Avenue, and an experimental closure of the one-way road across Esher Green to Tellisford (Option 9). Although the restriction of movements into and out of Esher Place Avenue have previously been investigated, consulted upon and ultimately rejected, this was based upon a design where those travelling south to north (Church Street to More Lane) did not have to give way to traffic on Lammas Lane. It is considered that with the existing junction priority, removing vehicles from being able to wait to turn right from Church Street into Esher Place Avenue would allow greater visibility of/for oncoming traffic. Simply banning the movements is unlikely to have complete compliance, and therefore a physical restriction would be necessary. This experimental closure would then be followed by a period of monitoring of one year to see if there is a reduction in collisions. A report should then be brought back to this Local Committee highlighting the comparison between the collision rates pre and post Phase Three works. The Local Committee should then agree one of the following:

- that the levels of collisions have been reduced to a level similar to other junctions in the county and thus look to permanently ban the movements and that no other works are necessary at this time;
- that the levels of collisions have been reduced slightly and look to permanently ban the movements and move forward to Phase Four;

- that the temporary changes make little difference or increase collisions, then the layout should be restored to its original provision, and move forward to Phase Four.

Phase Four: This phase would include a review of the remaining untested options (appendix 1-9), together with any new suggestions that come to light, to see whether further changes would be beneficial in mitigating the pattern of casualties.



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- Pros:**
- Maintains all existing movements
 - All works within highway extent
 - Keeps more vehicles away from war memorials
 - Improved visibility at junction
 - Road priority understanding improved
 - Less arms at junction (south-east turn incorporated)

- Cons:**
- Main flow of traffic (west-east) now has to give way – possible increase in congestion
 - Doesn't provide much deflection for west-east or south-north traffic entering junction
 - Low speed shunts might increase as vehicles proceed to new give way

Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date



Notes: This drawing is the outcome of the design process and is not a final design. It is the responsibility of the client to ensure that the design is suitable for the intended use. The client should consult the relevant authorities and ensure that the design complies with all applicable regulations and standards.

Project		A244 LAMMAS LANE JCT. ESHER GREEN / CHURCH STREET, ESHER	
Drawing		OPTION 1(a) CIRCULATORY DESIGN	
Drawn by	AP	Sig.	Jan 17
Checked by		Sig.	Date
Approved by		Sig.	Date
Project No.		PC0760	
Contract Sheet No.			
Drawing No.			
Rev.			
Classification		DRAFT	

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks. (Reference shall also be made to the Design Hazard Log)

CONSTRUCTION:

MAINTENANCE/CLEANING:

USE:

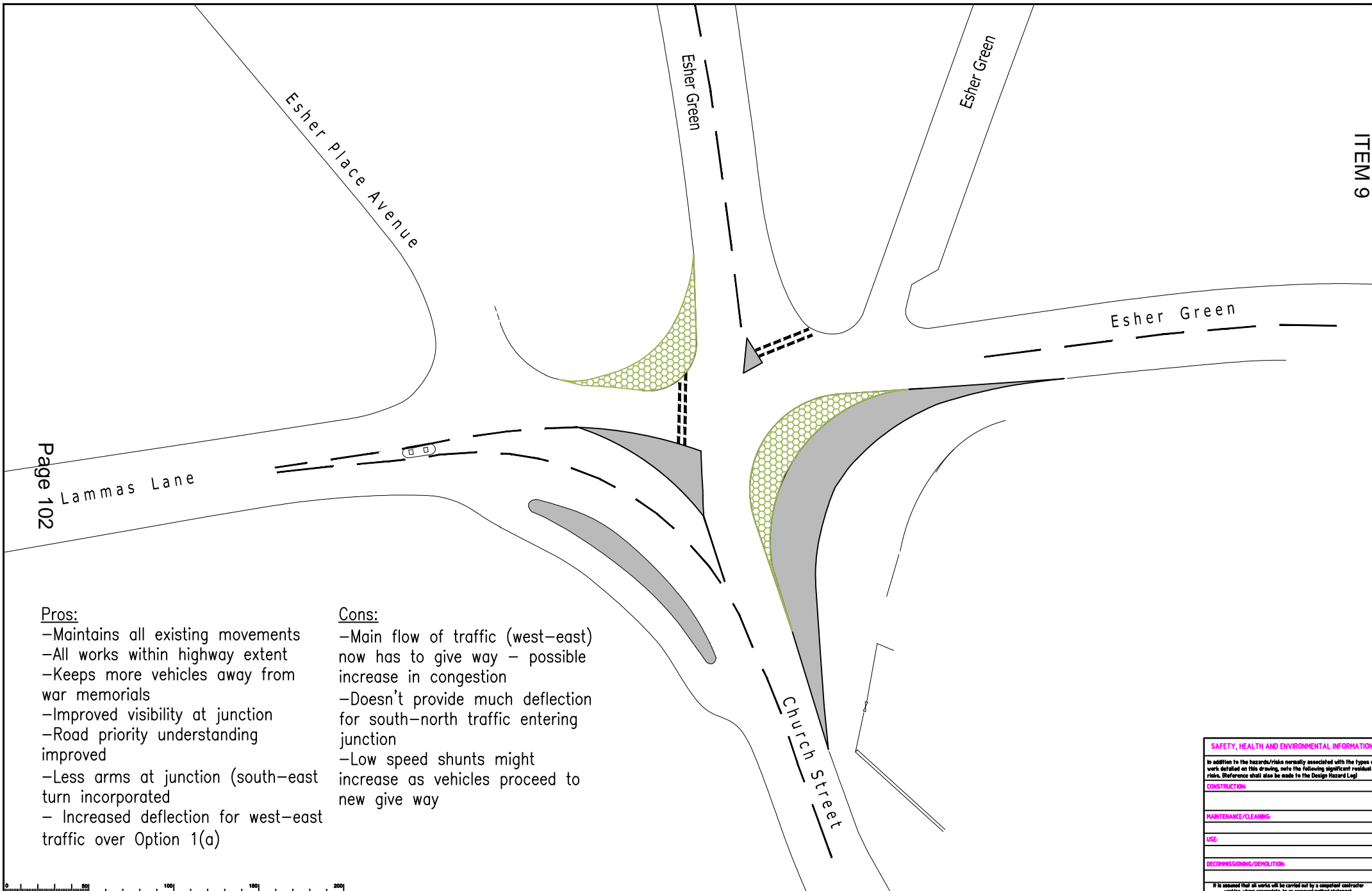
DECOMMISSIONING/DEMOLITION:

If it is stated that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement.

ITEM 9



SURREY COUNTY COUNCIL



Page 102

Pros:

- Maintains all existing movements
- All works within highway extent
- Keeps more vehicles away from war memorials
- Improved visibility at junction
- Road priority understanding improved
- Less arms at junction (south-east turn incorporated
- Increased deflection for west-east traffic over Option 1(a)

Cons:

- Main flow of traffic (west-east) now has to give way - possible increase in congestion
- Doesn't provide much deflection for south-north traffic entering junction
- Low speed shunts might increase as vehicles proceed to new give way

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

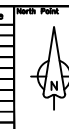
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks. (Reference shall also be made to the Design Hazard Log)

CONSTRUCTION**MAINTENANCE/CLEANING****USE****DECOMMISSIONING/DEMOLITION**

If it is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement.

Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date



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 Checked by: AP Date: Jan 17
 Approved by: AP Date: Jan 17

Project: A244 LAMMAS LANE JCT. ESHER GREEN / CHURCH STREET, ESHER

Drawing: OPTION 1(b)
 CIRCULATORY DESIGN

Scale: 1:400 @ A4

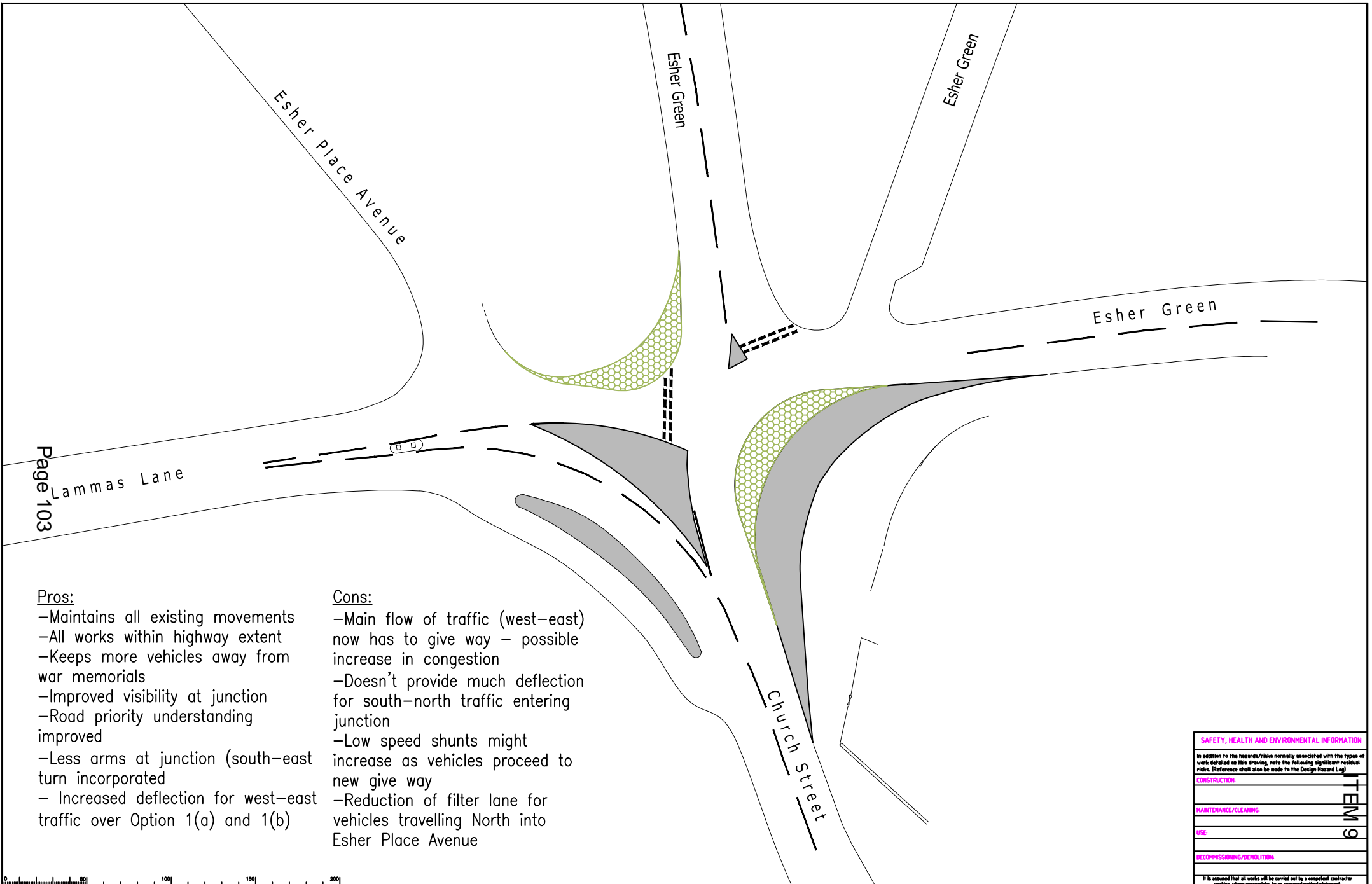
Project No: PC0760

Contract Sheet No: 1

Drawing No: 1

Rev: 1

Classification: DRAFT



Page 103

- Pros:**
- Maintains all existing movements
 - All works within highway extent
 - Keeps more vehicles away from war memorials
 - Improved visibility at junction
 - Road priority understanding improved
 - Less arms at junction (south-east turn incorporated
 - Increased deflection for west-east traffic over Option 1(a) and 1(b)

- Cons:**
- Main flow of traffic (west-east) now has to give way - possible increase in congestion
 - Doesn't provide much deflection for south-north traffic entering junction
 - Low speed shunts might increase as vehicles proceed to new give way
 - Reduction of filter lane for vehicles travelling North into Esher Place Avenue

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks. (Reference shall also be made to the Design Hazard Log)

CONSTRUCTION:

MAINTENANCE/CLEANING:

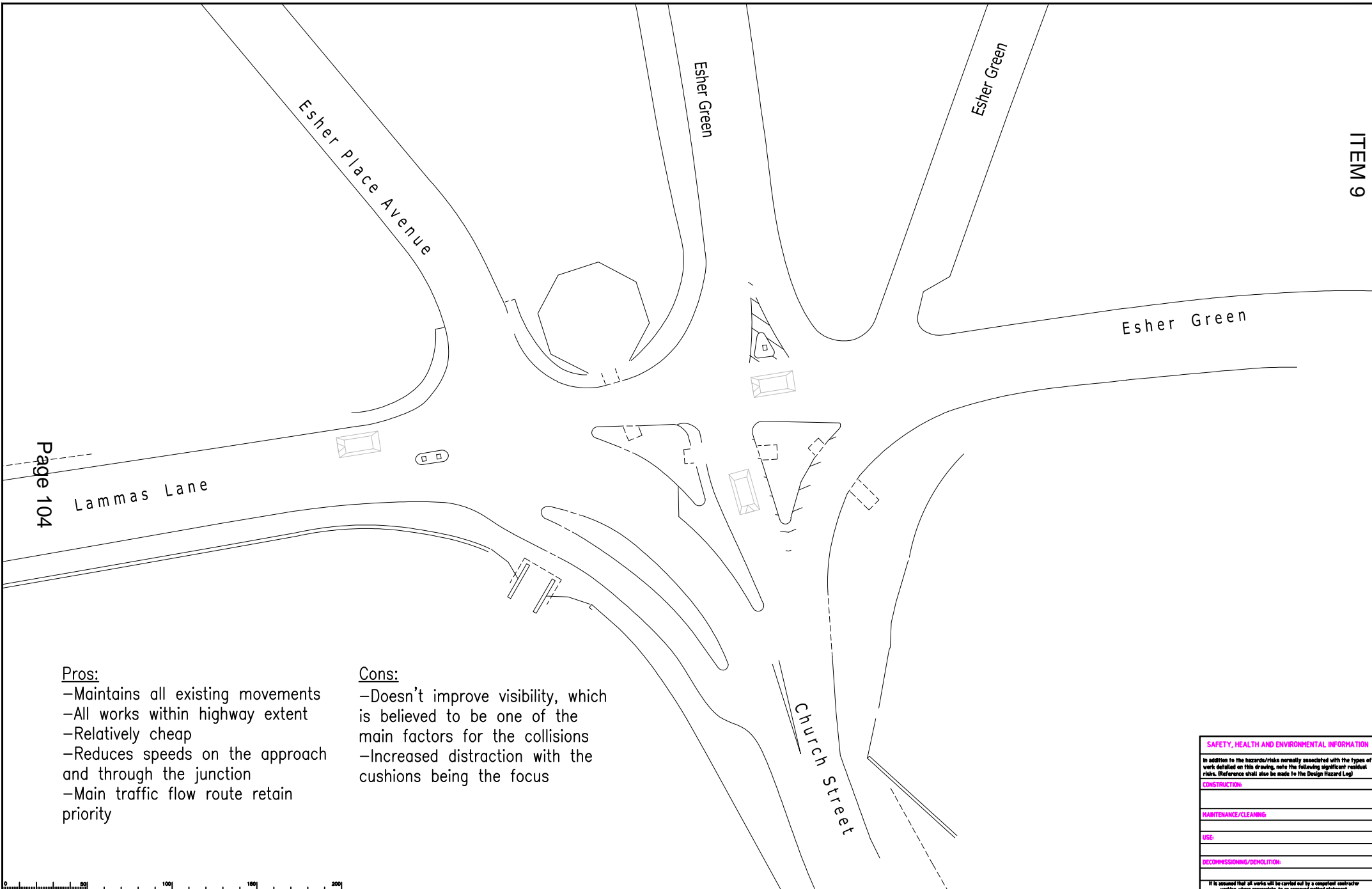
USE:

DECOMMISSIONING/DEMOLITION:

If it is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement.

ITEM 9

Notes	Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date	North Point 	<small>*Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Surrey County Council LA 076879 2005.</small>	Project A244 LAMMAS LANE JCT. ESHER GREEN / CHURCH STREET, ESHER	Drawing OPTION 1(c) CIRCULATORY DESIGN	 SURREY COUNTY COUNCIL <small>Working together to make a difference</small>	Project No. PC0760	Contract Sheet No. Drawing No. Rev.	Classification DRAFT
Rev. 1.00 @ A4												SHEET 1 OF 1							



Page 104

- Pros:
- Maintains all existing movements
 - All works within highway extent
 - Relatively cheap
 - Reduces speeds on the approach and through the junction
 - Main traffic flow route retain priority

- Cons:
- Doesn't improve visibility, which is believed to be one of the main factors for the collisions
 - Increased distraction with the cushions being the focus

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks. (Reference shall also be made to the Design Hazard Log)

CONSTRUCTION

MAINTENANCE/CLEANING

USE

DECOMMISSIONING/DEMOLITION

If it is assessed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement.

Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date



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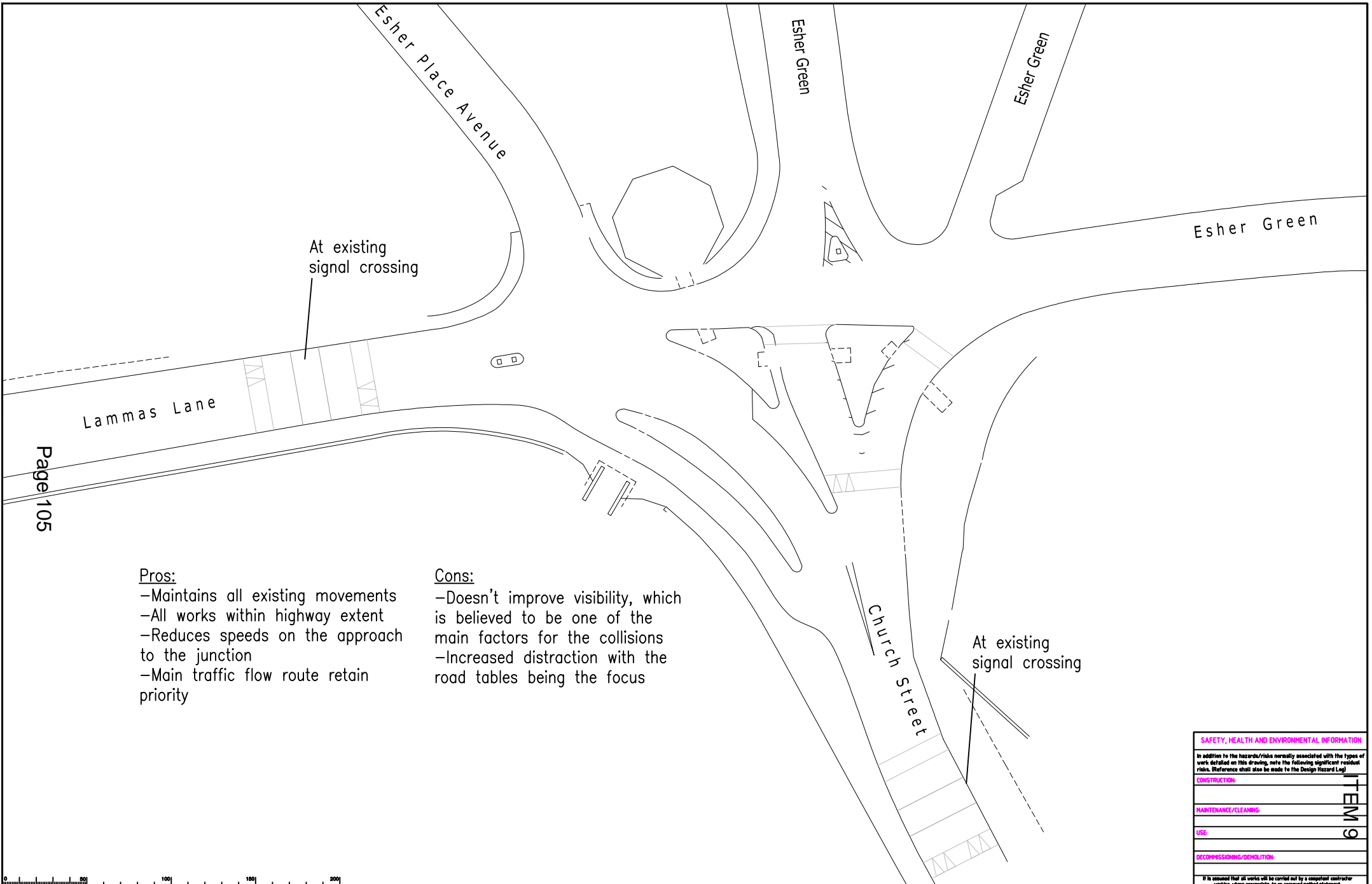
Drawn by	AP	Sig.	Date	Jan 17
Checked by		Sig.	Date	
Approved by		Sig.	Date	

Project
A244 LAMMAS LANE JCT. ESHER GREEN / CHURCH STREET, ESHER

Drawing
OPTION 2 CUSHIONS



Project No.	PC0760
Contract Sheet No.	
Drawing No.	
Rev.	
Classification	DRAFT



Page 105

- Pros:
- Maintains all existing movements
 - All works within highway extent
 - Reduces speeds on the approach to the junction
 - Main traffic flow route retain priority

- Cons:
- Doesn't improve visibility, which is believed to be one of the main factors for the collisions
 - Increased distraction with the road tables being the focus

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks. (Reference shall also be made to the Design Hazard Log)

CONSTRUCTION:	ITEM 9
MAINTENANCE/CLEANING:	
USE:	
DECOMMISSIONING/DEMOLITION:	
If it is assessed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement.	

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

Notes

North Point

Drawn by: AP, Sig., Date: Jan 17

Checked by: originator, Sig., Date:

Approved by: Sig., Date:

Project: A244 LAMMAS LANE JCT. ESHER GREEN / CHURCH STREET, ESHER

Drawing: OPTION 3 TABLES

Scale: 1:400 @ A4

Project No: PC0760

Contract Sheet No.:

Drawing No.:

Rev.:

Classification: DRAFT

HEAVYPC @VResource Path\Project\UE Emling\PC0760 Escher Green, Escher/A, Drawings\Current\PC0760-01 Escher Green, Escher/A.dwg

Scale: 1:400 @ A4

SHEET 1 OF 1

Esher Green

Church Street

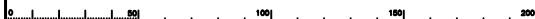
Esher Place Avenue

Lammass Lane

Page 106

- Maintains all existing movements
- All works within highway extent
- Reduces speeds through the junction
- Main traffic flow route retain priority

- Doesn't improve visibility, which is believed to be one of the main factors for the collisions
- Increased distraction with the road table being the focus.
- Vertical alignment change close to conflict point

[illegible]

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Checked by originator	Sig.	Date
Approved by	Sig.	Date

Project	A244 LAMMAS LANE JCT. ESHER GREEN / CHURCH STREET, ESHER
Drawing	OPTION 4 JUNCTION TABLE



In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks. (Reference shall also be made to the Design Hazard Log)

CONSTRUCTION:

CONSTRUCTION:

MAINTENANCE/CLEANING:

USE:

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DECOMMISSIONING/DEMOLITION:

It is assumed that all works will be carried out by a competent contractor

working, where appropriate, is an approved method statement.	
	Project No.

PC0760

	Contract
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Sheet No.

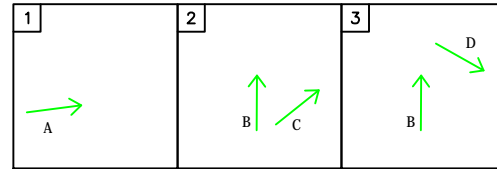
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	<div style="text-align: center; font-size: 0.8em;">Drawing No.</div>	<div style="text-align: center; font-size: 0.8em;">Rev.</div>

<p>COUNTY COUNCIL</p> <p>San Diego</p>		
--	--	--

	Transport for Energy	Classification
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DRAFT

PHASING/STAGING DIAGRAM



Page 107

Lammas Lane

Esher Place Avenue

Esher Green

Esher Green

Esher Green

KEEP CLEAR

Church Street

Pros:

- Maintains all existing movements
- Most works within highway extent
- Improved visibility at junction
- Road priority understanding improved

Cons:

- Only south-west traffic is free flowing
- Area has numerous traffic signals, and would need to be linked to ensure hold ups are kept to a minimum
- Some traffic signal heads would need to be placed on Common Land
- Feel of urbanisation

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks. (Reference shall also be made to the Design Hazard Log)

CONSTRUCTION

MAINTENANCE/CLEANING

USE

DECOMMISSIONING/DEMOLITION

If it is assessed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement.

ITEM 9

Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date



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Checked by: originator Sig. Date:

Approved by: Sig. Date:

Project: A244 LAMMAS LANE JCT. ESHER GREEN / CHURCH STREET, ESHER

Drawing: OPTION 5 SIGNALS



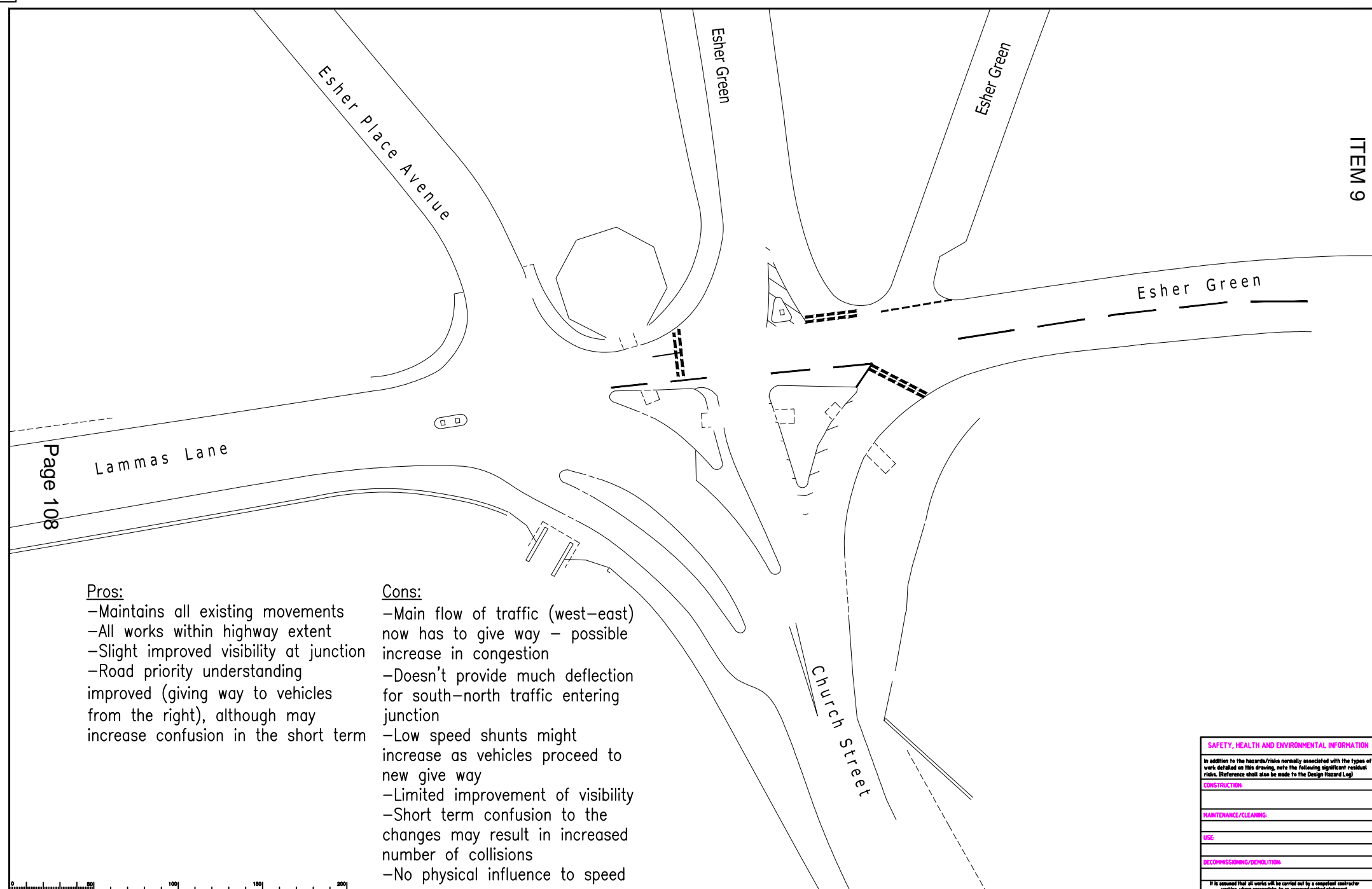
Project No. PC0760

Contract Sheet No. 1

Drawing No. 1

Rev. -

Classification: DRAFT



Page 108

Pros:

- Maintains all existing movements
- All works within highway extent
- Slight improved visibility at junction
- Road priority understanding improved (giving way to vehicles from the right), although may increase confusion in the short term

Cons:

- Main flow of traffic (west-east) now has to give way - possible increase in congestion
- Doesn't provide much deflection for south-north traffic entering junction
- Low speed shunts might increase as vehicles proceed to new give way
- Limited improvement of visibility
- Short term confusion to the changes may result in increased number of collisions
- No physical influence to speed

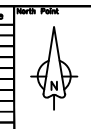
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks. (Reference shall also be made to the Design Hazard Log)

CONSTRUCTION:	
MAINTENANCE/CLEANING:	
USE:	
DECOMMISSIONING/DEMOLITION:	
It is assumed that all works will be carried out by a competent contractor	

Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date



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Approved by		Sig.	Date	

Project
A244 LAMMAS LANE JCT. ESHER GREEN / CHURCH STREET, ESHER

Drawing
**OPTION 6
PRIORITY CHANGES**



Project No.	PC0760
Contract Sheet No.	
Drawing No.	
Rev.	
Classification	DRAFT

Esher Green

Esher Green

Esher Green

Lammas Lane


Pros:

- All works within highway extent
- Removes visibility issues at junction
- Removes all south-north with west-east collisions
- Main traffic flow route retain priority

Cons:

–Drivers travelling south–north and wishing to enter Esher Place Avenue or Esher Green would have to drive 1m, to the roundabout with West End Lane and back. Some drivers may choose to turn in side road entrances, or u–turn in carriageway rather than make this journey. Additionally some drivers may use the one–way section of Esher Green (unless this is closed).

Church Street

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
<p>In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks. (Reference should also be made to the Design Hazard Log)</p>	
CONSTRUCTION	
MAINTENANCE/CLEANING	
USE	
DECOMPRESSION/DEMOLITION	
<p>If it is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved pattern of stress.</p>	
 SURREY COUNTY COUNCIL Planning Department	Project: OC0760
	Consultant: Sheep
	Drawing No.: Rev.
	Classification: DRAFT


[illegible]

North Point

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AP		Jan 17
Checked by originator	Sig.	Date
Approved by	Sig.	Date

Project	A244 LAMMAS LANE JCT. ESHER GREEN / CHURCH STREET, ESHER
Drawing	OPTION 7 REMOVAL OF SOUTH/NORTH MOVEMENT

 <p>SURREY COUNTY COUNCIL</p> <p><small>Working together to make a difference</small></p>		<p>Project No.</p> <p>PC0760</p>	
		<p>Contract Sheet No.</p>	
		<p>Drawing No.</p>	<p>Rev.</p> <p>-</p>
		<p>Classification</p> <p>DRAFT</p>	

Lammas Lane

Esher Place Avenue

Esher Green

Esher Green

Esher Green

Church Street

Pros:

- All works within highway extent
- Keeps more vehicles away from war memorials
- Road priority understanding improved
- Less arms at junction (One-way section of Esher Green closed)
- Increased deflection for west-east traffic
- Reduction of west-east vehicle speeds

Cons:

- Doesn't provide much deflection for south-north traffic entering junction
- Visibly for south-north traffic is less than existing
- Entry into One-way section of Esher Green removed, loss of parking
- Drop off area in front of Church is removed

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks. (Reference shall also be made to the Design Hazard Log)

CONSTRUCTION**MAINTENANCE/CLEANING****USE****DECOMMISSIONING/DEMOLITION**

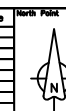
If it is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement.

Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

\\surrey\council\resources\proj\project\UE Esher\UE Esher Green, Esher\A. Drawings\Current\PC0760-01 Esher Green, Esher.dwg

Scale 1:400 @ A4



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Approved by		Sig.	Date	

Project

A244 LAMMAS LANE JCT. ESHER GREEN /
CHURCH STREET, ESHER

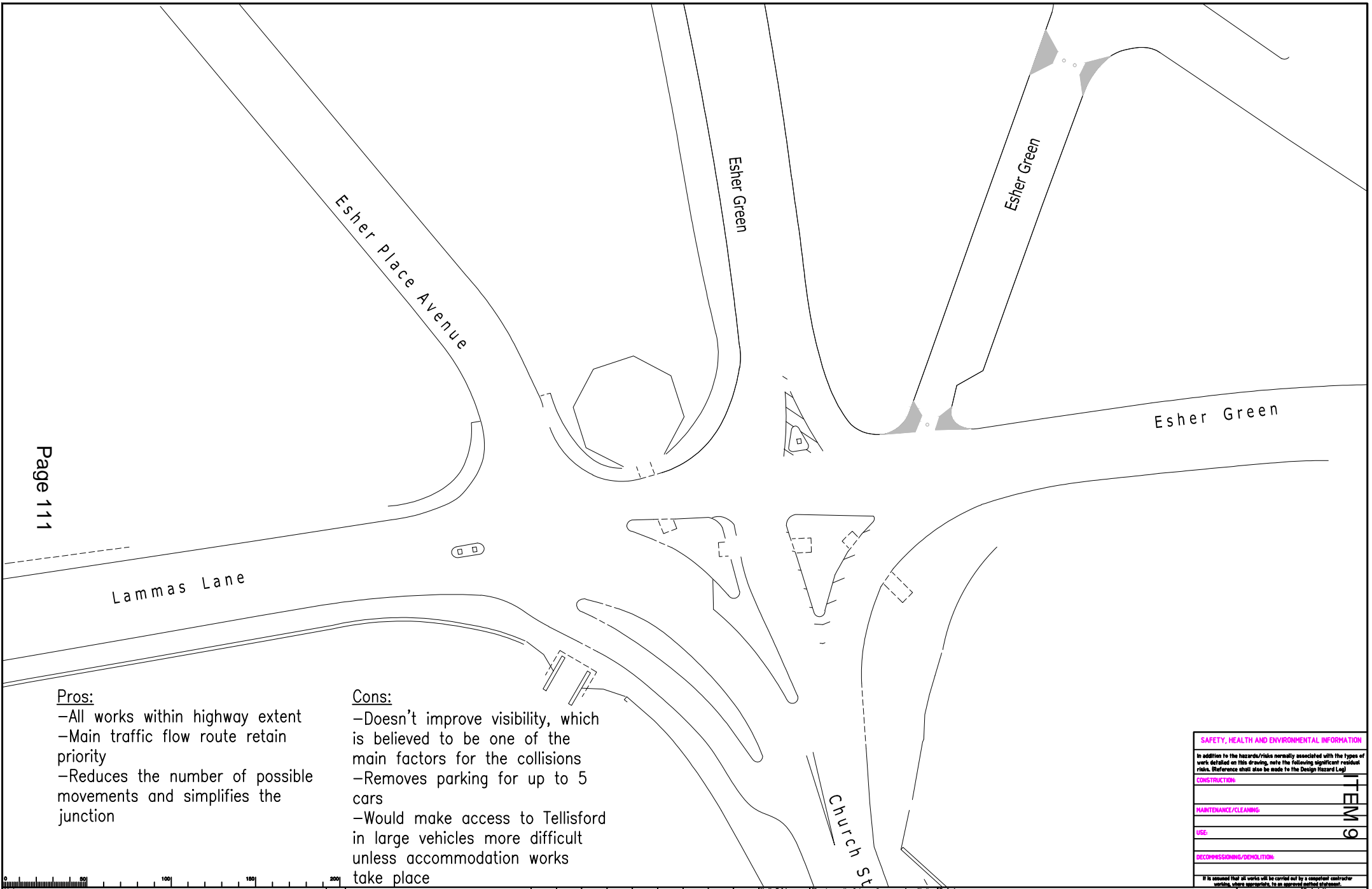
Drawing

OPTION 8
WEST-EAST DEFLECTION

SHEET 1 OF 1



Project No.	PC0760
Contract Sheet No.	
Drawing No.	
Rev.	
Classification	DRAFT

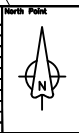


Pros:
-All works within highway extent
-Main traffic flow route retain priority
-Reduces the number of possible movements and simplifies the junction

Cons:
-Doesn't improve visibility, which is believed to be one of the main factors for the collisions
-Removes parking for up to 5 cars
-Would make access to Tellisford in large vehicles more difficult unless accommodation works take place

Notes

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Project

A244 LAMMAS LANE JCT. ESHER GREEN / CHURCH STREET, ESHER

Drawing

OPTION 9

CLOSURE OF ONE-WAY SECTION OF ESHER GREEN

SHEET 1 OF 1

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks. (Reference shall also be made to the Design Hazard Log)

CONSTRUCTION

MAINTENANCE/CLEANING

USE

DECOMMISSIONING/DEMOLITION

If it is assessed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement.

ITEM 9

Project No.

PC0760

Contract Sheet No.

Drawing No.

Rev.

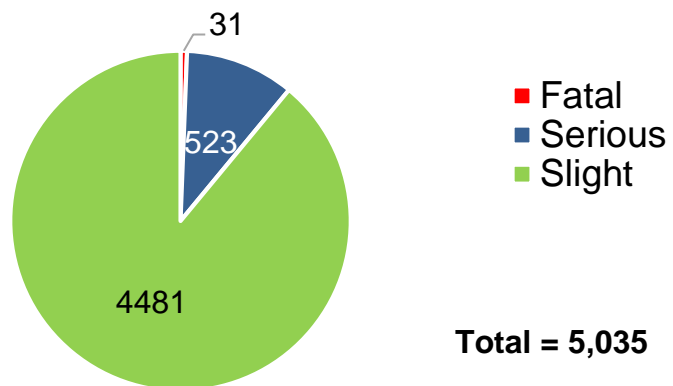
Classification

DRAFT

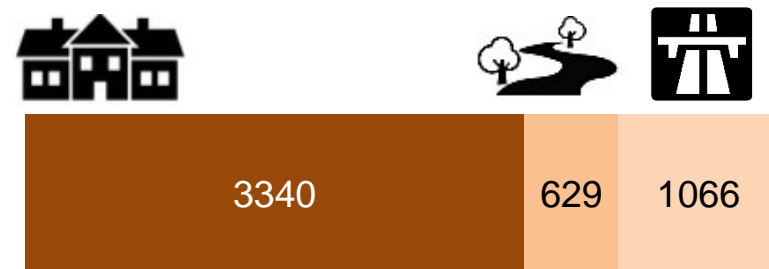
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Reported Road Casualties in Surrey 2016

Casualties by Severity



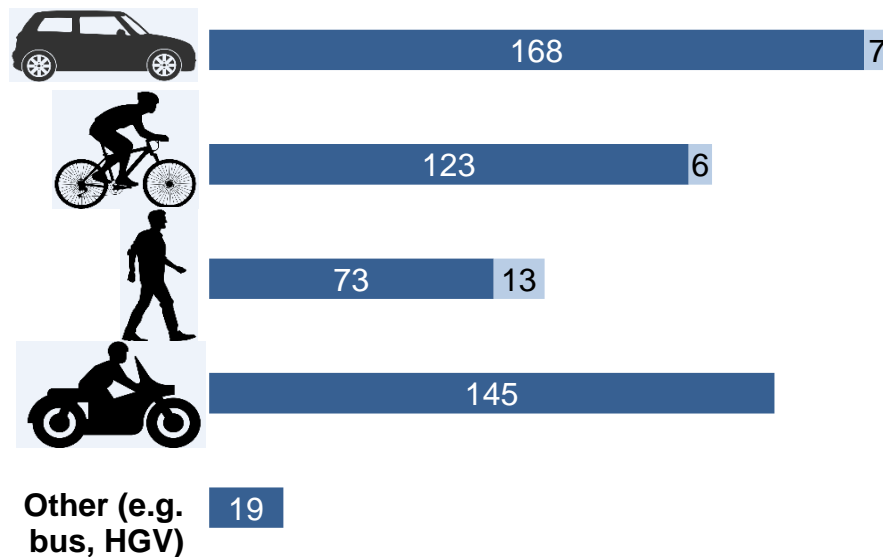
Casualties by Type of Road



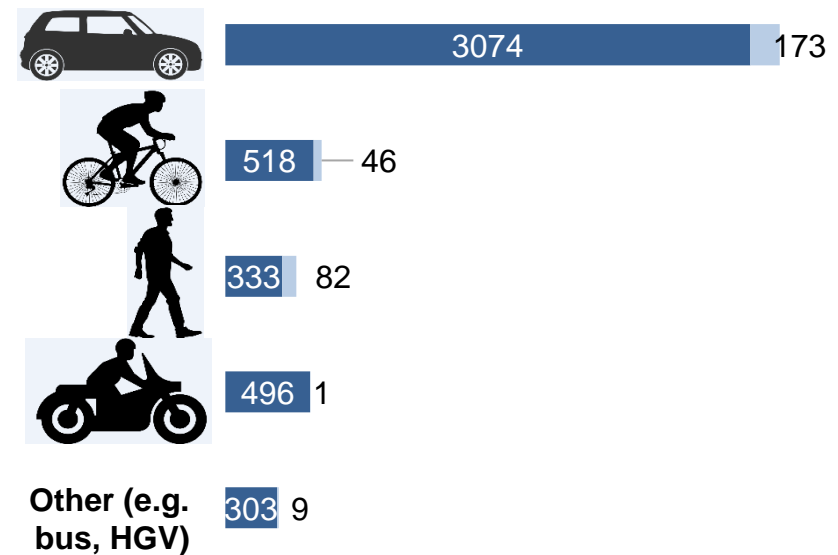
Adult and Child Casualties by Mode and Severity

■ Adult ■ Child

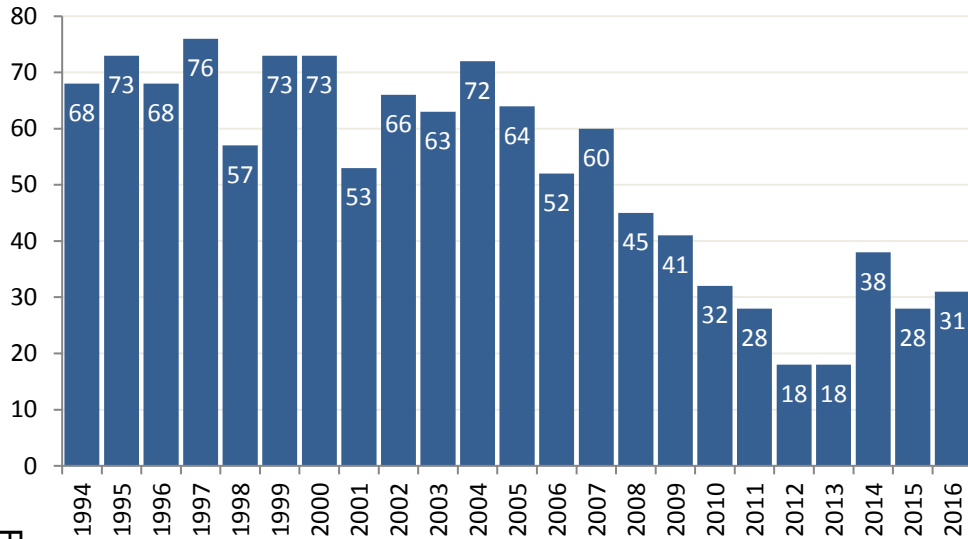
Fatal and Serious Casualties Combined



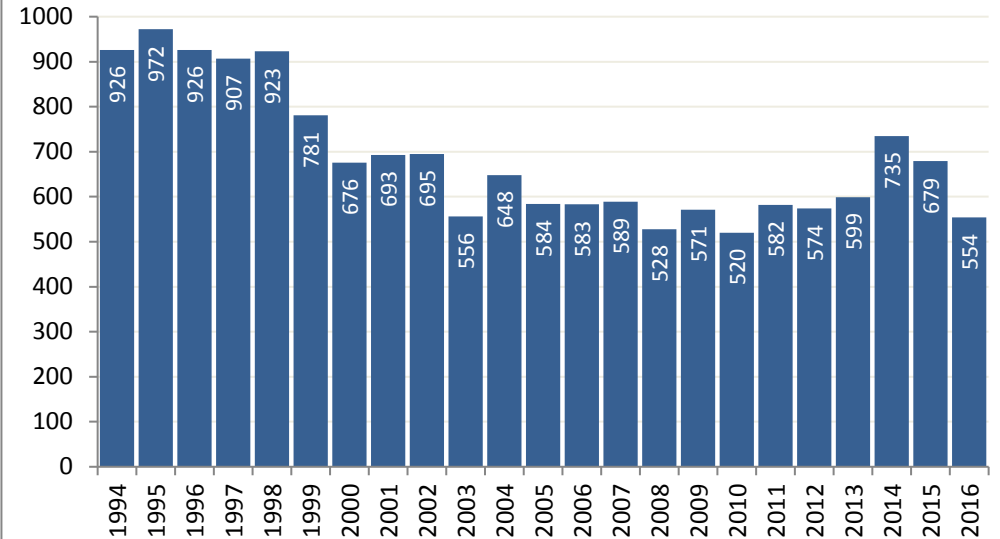
All Severities



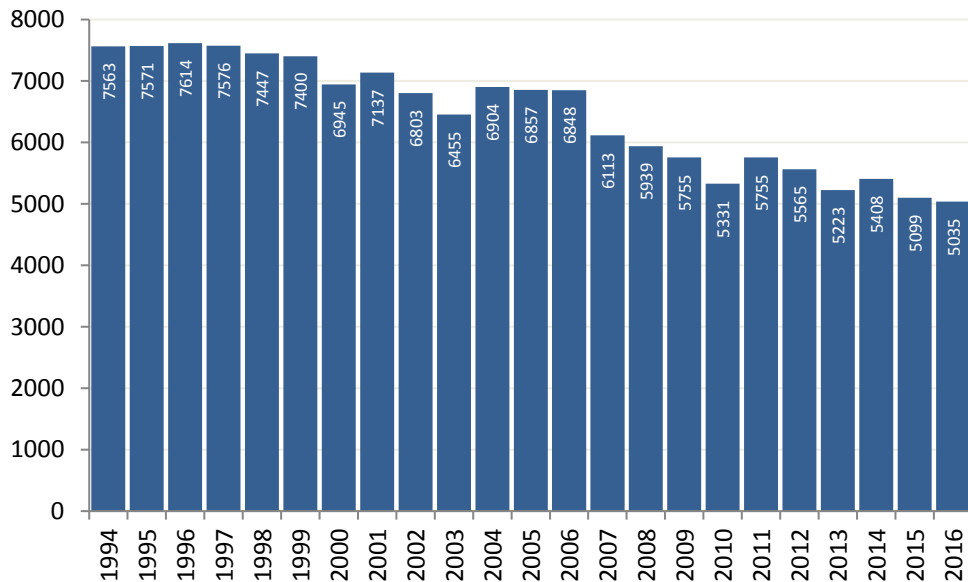
Fatal Road Casualties



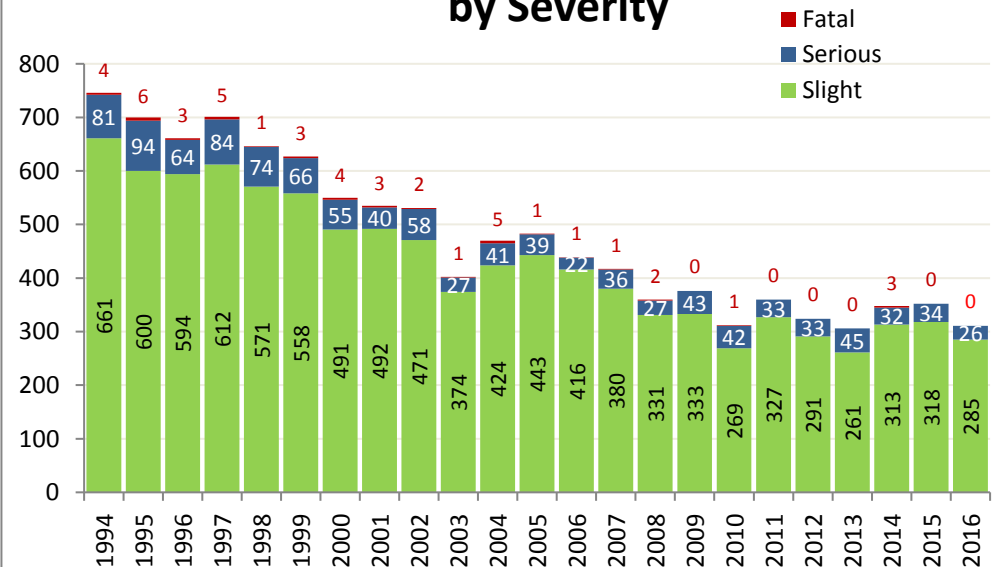
Fatal and Serious Road Casualties

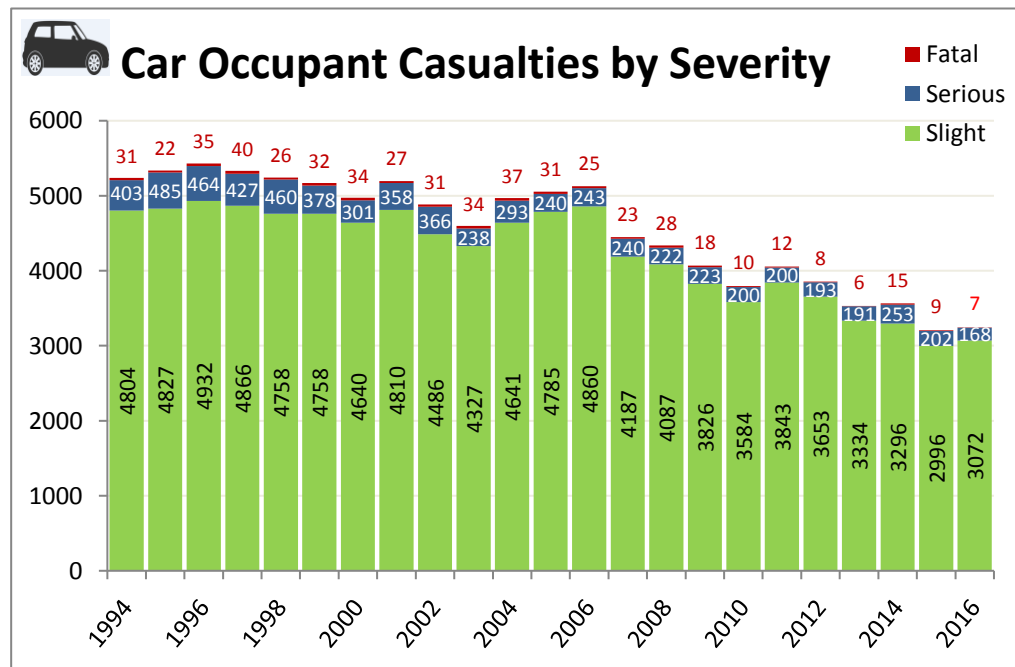
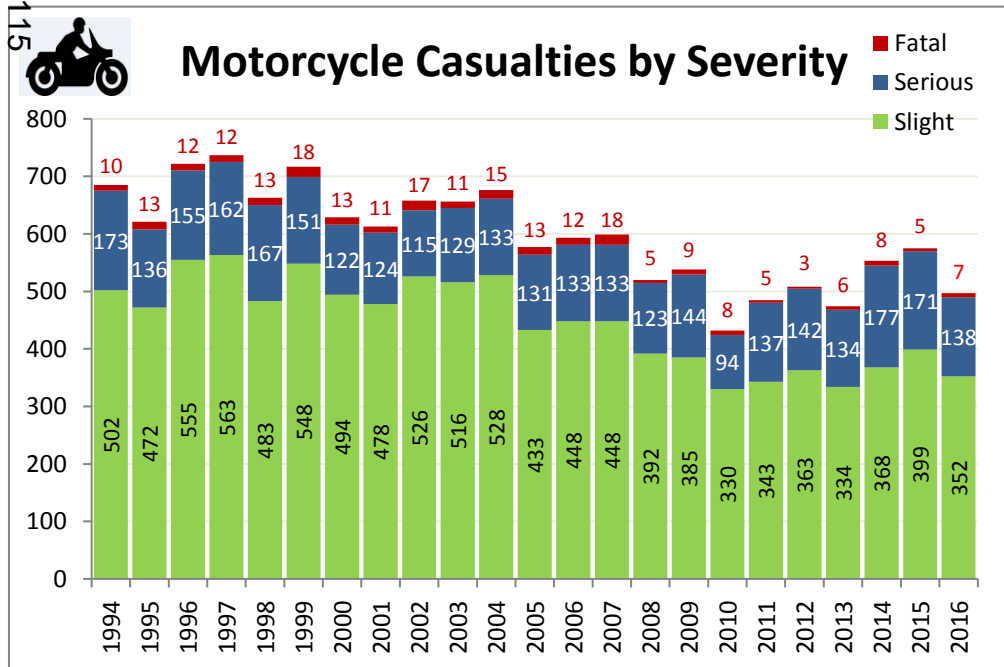
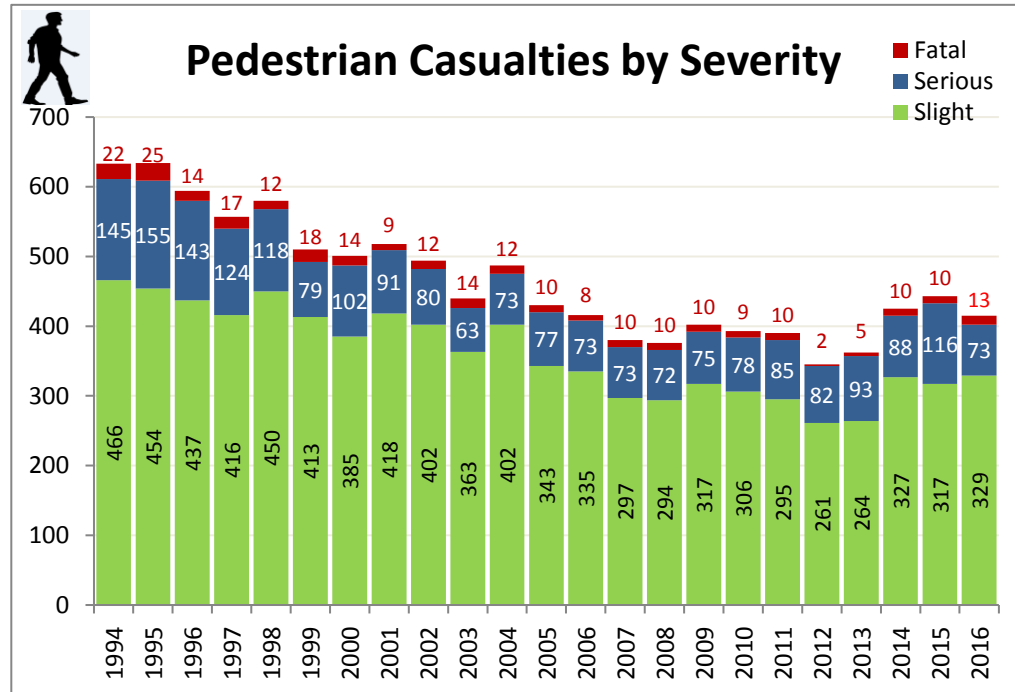
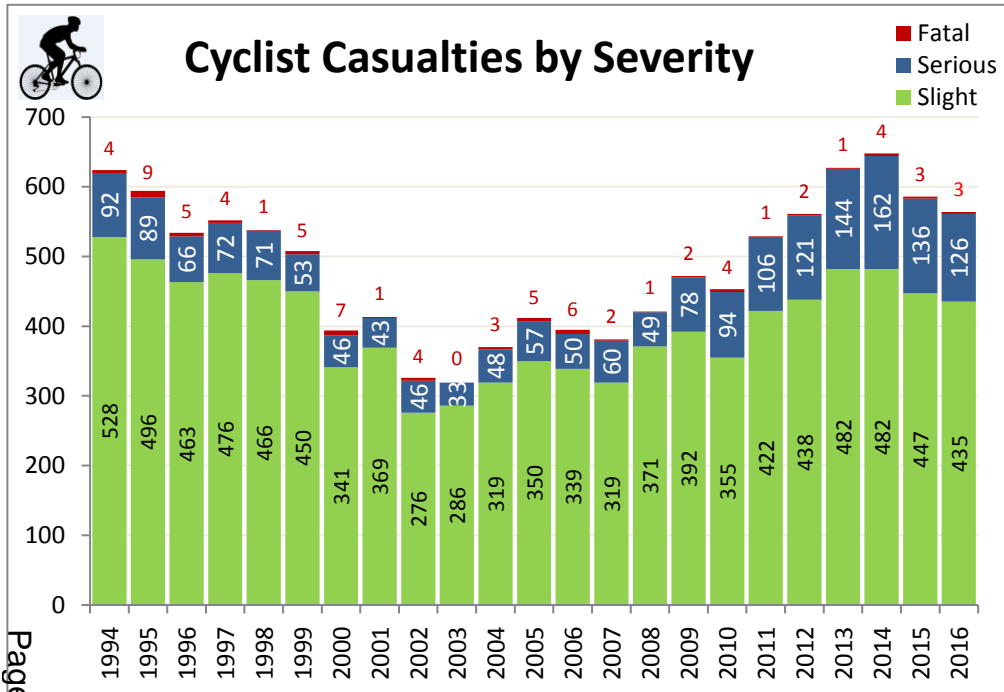


All Road Casualties



Child (under 16) Casualties (all modes) by Severity





Trends in casualties in Surrey		2010	2011	2012	2013	2014	2010-2014 average	2015	2016	2016 percentage change over 2010-2014 average	
Total Casualties	Fatal	32	28	18	18	38	26.8	28	31		
	Serious	488	554	556	581	697	575.2	651	523		
	Slight	4,811	5,173	4,991	4,625	4,673	4,854.6	4,420	4,481		
	Fatal & Ser	520	582	574	599	735	602.0	679	554	Fatal & Ser	-8 ↓
	Total	5,331	5,755	5,565	5,224	5,408	5,456.6	5,099	5,035	Total	-8 ↓

Car Occupants



Fatal	10	12	8	6	15	10.2	9	7		
Serious	198	200	193	190	252	206.6	200	167		
Slight	3,579	3,835	3,641	3,317	3,282	3,530.8	2,974	3,051		
Fatal & Ser	208	212	201	196	267	216.8	209	174	Fatal & Ser	-20 ↓
Total	3,787	4,047	3,842	3,513	3,549	3,747.6	3,183	3,225	Total	-14 ↓

Pedal Cyclists



Fatal	4	1	2	1	4	2.4	3	3		
Serious	94	106	121	144	162	125.4	136	126		
Slight	355	422	438	482	482	435.8	447	435		
Fatal & Ser	98	107	123	145	166	127.8	139	129	Fatal & Ser	+1 ↑
Total	453	529	561	627	648	563.6	586	564	Total	0

Pedestrians



Fatal	9	10	2	5	10	7.2	10	13		
Serious	78	85	82	93	88	85.2	116	73		
Slight	306	295	261	264	327	290.6	317	329		
Fatal & Ser	87	95	84	98	98	92.4	126	86	Fatal & Ser	-7 ↓
Total	393	390	345	362	425	383.0	443	415	Total	+8 ↑

Motorcyclists






Fatal	8	5	3	6	8	6.0	5	7		
Serious	94	137	142	134	177	136.8	171	138		
Slight	330	343	363	335	368	347.8	399	352		
Fatal & Ser	102	142	145	140	185	142.8	176	145	Fatal & Ser	+2 ↑
Total	432	485	508	475	553	490.6	575	497	Total	+1 ↑

Children (under 16 years old, all modes of travel)



Fatal	1	0	0	0	3	0.8	0	0		
Serious	42	33	33	45	32	37	34	26		
Slight	269	327	291	261	313	292.2	318	285		
Fatal & Ser	43	33	33	45	35	37.8	34	26	Fatal & Ser	-31 ↓
Total	312	360	324	306	348	330	352	311	Total	-6 ↓

Trends in casualties in Surrey		2010	2011	2012	2013	2014	2010-2014 average	2015	2016	2016 percentage change over 2010-2014 average	
Built-Up SCC Roads (Speed Limit 20, 30 & 40 mph)											
	Fatal	16	15	11	9	15	13.2	19	20		
	Serious	338	372	426	429	482	409.4	473	377		
	Slight	3,181	3,337	3,234	2,942	3,202	3,179.2	2,987	2,943		
	Fatal & Ser	354	387	437	438	497	422.6	492	397	Fatal & Ser	-6 ↓
	Total	3,535	3,724	3,671	3,380	3,699	3,601.8	3,479	3,340	Total	-7 ↓
Non Built-Up SCC Roads (Speed Limit 50mph, 60mph & 70 mph)											
	Fatal	12	7	3	3	14	7.8	6	9		
	Serious	82	116	79	101	130	101.6	99	94		
	Slight	739	814	736	743	595	725.4	518	526		
	Fatal & Ser	94	123	82	104	144	109.4	105	103	Fatal & Ser	-6 ↓
	Total	833	937	818	847	739	834.8	623	629	Total	-25 ↓
Motorway and Trunk Roads											
	Fatal	4	6	4	6	9	5.8	3	2		
	Serious	68	66	51	51	85	64.2	79	52		
	Slight	891	1,022	1,021	940	876	950	915	1,012		
	Fatal & Ser	72	72	55	57	94	70	82	54	Fatal & Ser	-23 ↓
	Total	963	1094	1076	997	970	1,020	997	1,066	Total	+5 ↑

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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (ELMBRIDGE)****DATE:** 14 September 2017**LEAD OFFICER:** Adrian Harris – Engineer, Parking Project Team**SUBJECT:** Walton on Thames and Hersham Parking Review**DIVISION:** Walton, Walton South and Oatlands, and Hersham**SUMMARY OF ISSUE:**

To consider the outcome of a review of parking in Walton on Thames and Hersham, and some changes to parking, waiting and loading restrictions.

RECOMMENDATIONS:

The Local Committee (Elmbridge) is asked to agree:

- I. The county council's intention to introduce the proposals within this report and in Annex 1 are formally advertised, and subject to statutory consultation (as appropriate).
- II. If objections are received the Parking Strategy and Implementation Team Manager is authorised to try and resolve them;
- III. If any objections cannot be resolved, the Parking Strategy and Implementation Team Manager, in consultation with the Chairman/Vice Chairman of this committee and the county councillor for the division, decides whether or not they should be acceded to and therefore whether the order should be made, with or without modifications.

REASONS FOR RECOMMENDATIONS:

Changes to the highway network, the built environment and society mean that parking behaviour changes and consequently it is necessary for a Highway Authority to carry out regular reviews of waiting and parking restrictions on the highway network.

It is recommended that the waiting restrictions in this report are progressed as they will help to:

- Improve road safety
- Increase access for emergency vehicles
- improve access to shops, facilities and businesses
- Increase access for refuse vehicles, buses and service vehicles
- Reduce traffic congestion
- Better regulate parking

1 INTRODUCTION AND BACKGROUND:

- 1.1 At the meeting of 23 February 2015 the local committee agreed to adopt a new parking strategy for Elmbridge.
- 1.2 This new approach involves taking a longer term, more strategic and detailed look at parking and not just reacting to problems that have been brought to our attention, as was the case during reviews in previous years.
- 1.3 The strategy will focus on providing parking, if possible, where it is needed. This could include removing or amending existing restrictions. It will also look at introducing new controls if necessary.
- 1.4 As part of the new strategy, the committee agreed to carrying out more comprehensive reviews of different parts of the borough in turn on a three year rolling programme (from April 2015 - March 2018). This started with the Cobham area (including Stoke D'Abernon and Oxshott), followed by Weybridge in year 1, then the Moleseys and the Dittons, followed by Esher, Claygate and Hinchley Wood in year 2 and will finish with Walton and Hersham in year 3.
- 1.5 The recommendations contained within this report are the result of the fifth review under the new strategy.

2 ANALYSIS:

- 2.1 Consultation exercises were undertaken to inform the review, including:
 - One 'broad brush' online survey which was targeted at local resident and business representation groups, borough councillors, schools and places of worship. The survey was also advertised more broadly through twitter, and with notices erected on public noticeboards and in libraries within the local area. This consultation ran from 27 February to 10 April 2017. The consultation received over 350 responses which provided a strong indication of the most significant parking issues within the areas concerned.
 - Consideration of requests for parking controls received by the parking team directly.
 - Meeting the parking task group including county and borough councillors and officers from the county and borough councils to discuss the results of the initial consultation.

- 2.2 Having gained an understanding of the problems in Walton and Hersham, site visits were undertaken to look at the locations concerned, and to develop detailed designs.
- 2.3 Following site visits, officers met with the Elmbridge Parking Task Group again in August 2017 at a meeting to which all borough and county councillors for the respective areas were invited, to discuss and finalise proposals for the area prior to them being brought before the local committee.
- 2.4 Following consideration of requests for a number of new resident permit schemes, and in consultation with relevant county councillors and the chairman and vice-chairman of this committee, the parking team are to Undertake a number of informal consultations to determine the level of support for potential new schemes, in:
- Winchester Road / Highfield Road / Churchfield Road / Esher Avenue area, Walton
 - Rembrandt Way, Walton
 - Felcott Road / Close, Hersham
 - Belgrave Close, Hersham
 - Faulkner's Road and Mills Road, Hersham
 - Anderson Road, Weybridge
- 2.5 These informal consultations are due to begin in September and will run for around three weeks. Once they have been completed, the feedback from residents at each location will be discussed with the chairman and vice-chairman of this committee, along with the relevant divisional member to decide whether to progress any schemes forward to formal advertisement (alongside the other recommendations in Annex 1).
- 2.6 The parking team received a number of 'parking scheme request forms' and petitions for changes to existing or new parking control. These were considered as part of this review, and the outcomes are discussed in turn below.
- **Felcott Road / Close, Hersham** – Following the petition, the parking team has agreed to carry out an informal consultation on a permit parking scheme in these roads.
 - **Heathfield Road (Waynefleete Mews access), Hersham** – Following receipt of the petition, the parking team have proposed to introduce yellow lines around the entrance to Waynefleete Mews as shown in Annex 1.
 - **Manor Road, Walton on Thames** – A petition requesting a permit scheme in Manor Road. The parking team has agreed to carry out a number of consultations about permit parking schemes as part of this review, including a significant area of Walton (Winchester Road / Highfield Road / Churchfield Road / Esher Avenue area). If a scheme is progressed in the Winchester Road area this may have a significant effect on parking in Walton, and this may necessitate further changes in future. Given this, and the amount of ongoing local development in Walton and repair work to the borough council's Drewitts Court car park, it our assessment is that also introducing a permit scheme in Manor Road simultaneously to this may be too disruptive to the area. However, the council takes concerns of residents very seriously,

and will keep the petition on record for further investigation as part of the next review in this area.

- **Silver Tree Close, Walton** – The petition requests to extend hours of control of the existing permit scheme therein. As described in Annex 1, the parking team has proposed to formally advertise a proposal to extend the hours of the whole Walton controlled parking zone, including Silver Tree Close.
- **Hurley Close, Walton** – The petition requests yellow lines to prevent obstructive parking in the close. Site assessments carried out by the parking team did not show particular problems within this road, and it is considered likely that such problems are transient and linked with ‘pick up and drop off’ times at the nearby school. Such issues are notoriously difficult to control and parking restrictions may not resolve the issues identified within the petition. Furthermore, yellow lines may reduce the parking amenity for residents and their visitors. Proposals in Annex 1 include the removal of yellow lines on Hersham Road (the implementation of which were identified by the petition as part of the problem), and as such, it is not proposed to introduce new controls within Hurley Close at the current time.
- **Fir Close, Walton** – Petition received requesting to resolve parking which cause residents difficulty with accessing their driveways and passage for service vehicles. Proposals in Annex 1 have been developed to address this.
- **Oatlands Close, Weybridge** – The petition requests yellow lines to improve sightlines at the junction with Oatlands Avenue. Proposals in Annex 1 have been developed to address this.
- **Anderson Road, Weybridge** – The petition requests a permit scheme within Anderson Road, and the parking team has agreed to carry out a consultation on the idea.
- **St Mary’s Road, Weybridge** – The petition requests yellow lines to improve sightlines at the access to Old School Mews. Proposals in Annex 1 have been developed to address this.

2.7 The county council has already advertised proposals in a number of locations as part of the Moleseys and Dittons parking review. A couple of additional locations were advertised following discussions with the chairman and vice-chairman of this committee, along with the relevant divisional member but had not first had the approval of this committee. This report seeks retrospective approval to advertise these proposals, which are:

- **Windmill Lane (south of Effingham Road), Thames Ditton**, between junction with Effingham Road and the railway bridge. Proposed double yellow lines to prevent parked vehicles obstructing the carriageway, which leads to passing vehicles overrunning verges and causing damage to the highway.
- **High Street, Thames Ditton**, outside 63 High Street. Introduce a traffic order (blue badge holders at any time, no time limit) on the existing advisory disabled parking bay, to ensure compliance with the bay.

2.8 At the local committee meeting of 26 June 2016, the local committee agreed to “...the new process for implementation of new school keep clear markings

(SKCs), and to agree to revoke the traffic regulation orders for existing SKCs across Elmbridge, in light of changes in government legislation.”

- 2.9 Following further information and guidance issued by the Department for Transport, it has become clear that, although highway authorities can now introduce new school keep clear markings without a traffic order, they can only be enforced by police under these circumstances. Therefore, the parking team has decided not proceed with this new process or to revoke the existing traffic orders for these markings. The process will revert to the previous system, whereby changes to mandatory SKCs are considered as part of the parking review procedure and introduced with a traffic order.

3 OPTIONS:

- 3.1 Agree the recommendations in this report and the proposals as outlined in Annex 1 and proceed with the statutory process for introducing parking controls.
- 3.2 Amend the recommendations and/or the proposals in Annex 1 and proceed with the statutory process for introducing parking controls. This may cause some delay in advertisement of the proposals.
- 3.3 Do not proceed with any of the recommendations or proposals. The parking controls would remain unaltered - however this will not resolve any of the identified parking problems.

4 CONSULTATIONS:

- 4.1 Consultations have been undertaken with stakeholders as described in paragraph 2.1 of this report.
- 4.2 Further engagement with the local community will be take place when the parking proposals are advertised as described in paragraph 2.4.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 At the meeting of 23 February 2015 the local committee agreed to dedicate its portion of the surplus from the on street parking account to funding the development and implementation of the parking reviews. The proposals in this report would therefore have no impact on any other funding streams.

6 EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 No significant implications arising from this report.

7 LOCALISM:

ITEM 10

- 7.1 The local community has been engaged with in terms of developing the proposals and ideas set out within this report. When the proposals within Annex 1 are advertised this will enable additional input from the local community.
- 7.2 When the proposals are advertised, we will erect street notices at all locations affected, notify residents adjacent to the proposed controls via a post card, and make copies of the proposals available for inspection at local council offices/buildings and on our website.

8 OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
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

9 CONCLUSION AND RECOMMENDATIONS:

- 9.1 The county council's intention to introduce the proposals in Annex 1 is formally advertised, and subject to statutory consultation.
- 9.2 If objections are received the Parking Strategy and Implementation Team Manager is authorised to try and resolve them;
- 9.3 If any objections cannot be resolved, the Parking Strategy and Implementation Team Manager, in consultation with the Chairman/Vice Chairman of this committee and the county councillor for the division, decides whether or not they should be acceded to and therefore whether the order should be made, with or without modifications.

10 WHAT HAPPENS NEXT:

- 10.1 Subject to the committee's approval, we will advertise the agreed amendments to the existing parking controls, in accordance with the statutory process, in late 2017 / early 2018. We aim to have any agreed schemes implemented within six months of the initial committee approval date.
- 10.2 Once comments and objections have been considered, we will make the new traffic regulation order and amendments to the existing traffic regulation orders, and introduce the agreed new parking controls.

Contact Officer:

Adrian Harris, Engineer, Parking Project Team
Tel: 0300 200 1003

Consulted:
Parking Task Group.

Annexes:
Annex 1: Proposed on street parking amendments

Sources/background papers:
Local Committee report 23 Feb 2015 Item 12/15 - Elmbridge parking strategy

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Walton on Thames and Hersham Parking Review - Description and explanation of proposals - August 2017

LIST OF COMMONLY USED ABBREVIATIONS:

PB: parking bay | DYL: double yellow line | SYL: single yellow line | APM: access protection marking | TRO: traffic regulation order | CPZ: controlled parking zone | SKC: school keep clear (yellow zigzag clearway marking) | hr: hour | no: number | n/r: no return within | os: outside | j/w: junction with

Drawing number	Location			Proposal		Division	
	Road(s)	Village / Town	Description	Description of controls	Reason for controls	Name	Member
1	Waterside Drive	Walton	Near the access around the leisure centre.	Introduce sections of DYL 'No waiting at any time'.	To improve visibility for motorists exiting the leisure centre.	Walton	Rachael I. Lake
2	Franklyn Road / Sunbury Lane	Walton	Franklyn Road near its junctions with Cambridge Road and River Walk; around the junction of Franklyn Road and Sunbury Lane.	Revoke without replacement sections of DYL 'No waiting at any time'. Introduce DYLs 'No waiting at any time around the junction of Franklyn Road and Sunbury Lane.	To reduce DYLs slightly to provide additional parking capacity at this location. To improve sightlines and safety around the junction of Franklyn Road and Sunbury Lane.	Walton	Rachael I. Lake
3	Garden Road / First Avenue	Walton	At the junction.	Introduce sections of DYL 'No waiting at any time'.	To prevent obstructive parking which compromises sightlines and safety around the junction.	Walton	Rachael I. Lake
4	Terrace Road / Cottimore Lane / Lancaster Court / Kingsbridge Road	Walton	Multiple locations.	Introduce sections of DYL 'No waiting at any time'.	To prevent obstructive parking on Terrace Road. To improve access and reduce congestion around the junction of Cottimore Lane with Terrace Road. To prevent obstructive parking which compromises sightlines and safety around the junctions.	Walton	Rachael I. Lake
5	Cottimore Terrace / Cottimore Lane / Carlton Road / Egmont Road	Walton	Multiple locations.	Introduce sections of DYL 'No waiting at any time'.	To prevent obstructive parking which compromises sightlines and safety around the junctions.	Walton	Rachael I. Lake
6	Sidney Road / Fir Close	Walton	Multiple locations.	Introduce sections of DYL 'No waiting at any time'.	To prevent obstructive parking which causes congestion and compromises safety and sightlines around the junctions of Churchfield Road / Sidney Road / Montague Close. To prevent vehicles parking on both sides of Fir Close, causing a pinch point and compromising access for vehicles.	Walton	Rachael I. Lake
7	Manor Road / Stonebanks / Bishops Hill	Walton	Multiple locations.	Introduce sections of DYL 'No waiting at any time'.	To improve sightlines and safety for vehicles entering and exiting 'Walton Manor'. To prevent obstructive footway parking on Stonebanks near the junction with Manor Road. To prevent obstructive parking which makes it difficult for refuse and service vehicles to proceed along Bishops Hill, and to include existing restrictions which are on site in the traffic orders.	Walton	Rachael I. Lake
8	Church Street.	Walton	Outside no 13 / 15.	Revoke existing PB and replace with DYL 'No waiting at any time'.	To remove parking bay which causes severe congestion and interferes with traffic flow around the junction with Bridge Street / High Street.	Walton	Rachael I. Lake
9	New Zealand Avenue / Accommodation Road / Churchfield Road	Walton	Multiple locations.	Introduce PB 'Car club parking only, at any time' (two spaces) within the New Zealand Avenue service road, revoking existing PB at that location. Revoke two lengths of existing DYL 'No waiting at any time' within Accommodation Road. Revoke existing 'Goods vehicles loading only' bay on Churchfield Road and replace with PB 'Parking 8am - 6pm everyday 30mins n/r 1hr'.	Introduce car club bay to encourage reduced personal vehicle ownership and to promote sustainable travel options. To remove unnecessary parking controls in Accommodation Road to increase parking capacity in the local area. NB: This location is currently marked with a single yellow line on site. To replace unnecessary and underused loading bay in Churchfield Road with a parking bay which would be better used to provide opportunity for short stay visitors to the area.	Walton	Rachael I. Lake

Walton on Thames and Hersham Parking Review - Description and explanation of proposals - August 2017

Drawing number	Location			Proposal		Division	
	Road(s)	Village / Town	Description	Description of controls	Reason for controls	Name	Member
10	Ambleside Avenue	Walton	Around access to Swansmere Close.	Introduce section of DYL 'No waiting at any time'. Revoke without replacement existing 'School keep clear' restriction (NB this only exists in our traffic orders and not on street).	To prevent obstructive parking which compromises sightlines and safety around the junctions. To amend traffic orders to reflect existing on street restrictions.	Walton	Rachael I. Lake
11	Ambleside Avenue	Walton	Outside no 40/42; outside 'Glendale'.	Introduce sections of DYL 'No waiting at any time'.	To prevent obstructive parking which compromises traffic flow and safety near to the school.	Walton	Rachael I. Lake
12	Molesey Road	Walton	South of junction with Rydens Road.	Introduce sections of DYL 'No waiting at any time'.	To prevent obstructive parking which compromises traffic flow and safety.	Walton	Rachael I. Lake
13	Molesey Road	Walton	North of Esher Rugby club.	Introduce sections of DYL 'No waiting at any time'.	To prevent obstructive parking which compromises traffic flow and safety.	Walton	Rachael I. Lake
14	Molesey Road / Lyon Road	Walton	South of no 362 Molesey Road and around junction specified.	Introduce sections of DYL 'No waiting at any time', revoking existing SYL along that length. Revoke existing non time limited parking bays and replace with 'Parking 8am-6pm Mon-Sat 1hr n/r 1hr'.	To 'rationalise' existing parking restrictions and reduce 'sign clutter'. To improve turnover of parking to provide greater opportunity of parking for short term visitors to the area. To prevent obstructive parking which compromises sightlines and safety and access around the junction.	Walton	Rachael I. Lake
15	Molesey Road / Walton Park / Walton Park Lane	Walton / Hersham	From around 319 - 309 Molesey Road and around the junctions specified.	Introduce sections of DYL 'No waiting at any time', revoking existing SYL along that length.	To 'rationalise' existing parking restrictions and reduce 'sign clutter', to improve understanding of restrictions and compliance. To prevent obstructive parking which compromises sightlines and safety and access around the junctions.	Walton / Hersham	Rachael I. Lake / Mr John O'Reilly
16	Walton Park	Walton	Outside 2a and 4.	Replace existing parking bays and replace with 'Parking Mon-Fri 8am-Noon 2hrs n/r 2hrs'.	To improve parking access to nearby facilities (dentist).	Walton South & Oatlands	Mr Tony Samuels
17	Ashley Road	Walton	Opposite 'Zio's'.	Introduce parking bay '8am - 6pm everyday permit holders or 2hrs n/r 2hrs'.	To provide additional capacity within the existing permit parking scheme and to provide greater turnover of space for visitors to the area.	Walton South & Oatlands	Mr Tony Samuels
18	Grange Court	Walton	Most of the road.	Revoke existing SYLs on the south side of the road and replace with DYL 'No waiting at any time'. Revoke all of existing time limited parking, and part of existing permit parking bay on north side of the road and replace with 'Parking 8am-6pm everyday 3hrs n/r 1hr'.	To prevent obstructive parking on the south side of the road (this will also help reduce sign clutter). To extend the time motorists (non-permit holders) are allowed to park in Grange Court to make better use of this currently underused location. To convert part of existing permit bay to time limited bay as the permit parking bays are underused.	Walton South & Oatlands	Mr Tony Samuels
Page 129	Stompond Lane / Hersham Road	Walton	East and west of access to Sports Ground (Stompond Lane). Opposite Hurley Close (Hersham Road).	Introduce sections of DYL 'No waiting at any time', around the access to the sports ground (Stompond Lane). Revoke all of existing time limited parking, and replace with 'Parking 8am-6pm everyday 3hrs n/r 1hr' (Stompond Lane). Revoke all of existing time limited parking, and replace with 'Parking 8am-6pm everyday 3hrs n/r 1hr' (Hersham Road). Revoke section of DYL 'No waiting at any time' opposite Hurley Close and replace with 'Parking 8am-6pm everyday 3hrs n/r 1hr' (Hersham Road).	To extend the time motorists are allowed to park in Stompond Lane and Hersham Road and increase overall parking capacity. To maximise/optimize occupancy of existing bays. To reduce parking pressure on Hurley Close. To prevent obstructive parking which compromises sightlines and safety around the access to the sports ground. NB this proposal is subject to confirmation that current pedestrian access at the south eastern extents of sports ground (Hersham Road) remains so. If it is converted to vehicle access the parking bay at this location may need to be revoked and replaced with a double yellow line.	Walton South & Oatlands	Mr Tony Samuels
20	Hersham Road	Walton	Opposite 53, outside 36.	Revoke existing parking bay and replace with DYL 'No waiting at any time' (opposite 53). NB: The existing restriction on site at this location is already DYL, the specified parking bay only exists in the traffic orders. Revoke existing DYL and replace with parking bay 'Parking 8am-6pm everyday, 2hrs n/r 1hr' (outside 36).	To amend the traffic orders to match on site restrictions. To provide additional parking capacity outside 36 for visitors to the area.	Walton South & Oatlands	Mr Tony Samuels
21	Long Lodge Drive	Walton	Outside 2-6.	Introduce section of DYL 'No waiting at any time'.	To prevent obstructive footway parking near to the bend which compromises access to the footway and infringes sightlines around the bend. To improve safety and access.	Walton South & Oatlands	Mr Tony Samuels

Walton on Thames and Hersham Parking Review - Description and explanation of proposals - August 2017

Drawing number	Location			Proposal		Division	
	Road(s)	Village / Town	Description	Description of controls	Reason for controls	Name	Member
22	St Vincent Road / Oakdene Court / Station Avenue.	Walton	Multiple locations.	Revoke existing SYLs and replace with DYL 'No waiting at any time' (Station Avenue). Revoke existing SYL and replace with permit parking bays (St Vincent Road / Oakdene Court). Revoke existing SYL and replace with DYL 'No waiting at any time' (St Vincent Road).	To 'rationalise' existing parking restrictions and reduce 'sign clutter' (Station Avenue). To provide additional parking capacity for residents (St Vincent Road / Oakdene Court).	Walton South & Oatlands	Mr Tony Samuels
23	Copenhagen Way / Trafalgar Drive	Walton	Multiple locations.	Revoke existing SYL and replace with permit parking bays 'Mon-Fri 8am-6pm permit holders only'.	To provide additional parking capacity for residents.	Walton South & Oatlands	Mr Tony Samuels
Page 129	Ashley Park Road / Wynton Grove / Priory Close	Walton	Multiple locations.	Introduce DYL 'No waiting at any time', revoking existing SYL over the same length (Ashley Park Road and junctions with Priory Close / Wynton Grove). Revoke existing parking bay and replace with disabled parking bay 'Blue badge holders only, at any time, no time limit'.	To prevent parking on both sides of Ashley Park Road which causes significant congestion (outside of hours which are currently controlled). To prevent obstructive parking which compromises sightlines and safety around the junctions specified. To provide a disabled parking bay for a local resident to improve access to their home.	Walton South & Oatlands	Mr Tony Samuels
25	Ashley Park Road / Station Avenue	Walton	Multiple locations.	Introduce SYL 'No waiting everyday 7am-7pm' on east side of Ashley Park Road, revoking existing SYLs over that length. Introduce DYLs at sections on the west side of Ashley Park Road, revoking existing SYLs over that length. Introduce parking bay 'Car club only, at any time' (one space), on the west side of Ashley Park Road, revoking existing SYLs over that length. Introduce parking bay 'Mon-Fri 8am-6pm permit holders or 2hrs n/r 2hrs', on the west side of Ashley Park Road, revoking existing SYLs over that length. Introduce DYLs 'No waiting at any time', north side of Station Avenue, revoking existing SYLs over that length. Introduce parking bays 'Mon-Fri 8am-6pm pay and display', revoking existing SYLs over that length.	To prevent parking on both sides of Ashley Park Road during peak times, which causes significant congestion (outside of current hours of control). To prevent obstructive parking which compromises sightlines and safety around the access to the Ashley Park Hotel car park. To provide an area for loading and unloading deliveries at the pub, on the proposed double yellow lines. Introduce car club bay to encourage reduced personal vehicle ownership and to promote sustainable travel options. To provide an additional parking bay for use of residents and visitors to the local area. To prevent parking on the north side of Station Avenue which causes obstruction to the footway and congestion to vehicles proceeding along the carriageway; to improve safety. To provide additional parking for commuters to the area (Station Avenue). NB: Elmbridge Borough Council are considering changes to the taxi rank provision outside the station and as such, part of these proposals are subject to further discussion before being finalised.	Walton South & Oatlands	Mr Tony Samuels

Walton on Thames and Hersham Parking Review - Description and explanation of proposals - August 2017

Drawing number	Location			Proposal		Division	
	Road(s)	Village / Town	Description	Description of controls	Reason for controls	Name	Member
26	Gainsborough Court / Station Avenue	Walton	All of Gainsborough Court and junction of specified roads.	Revoke all existing parking restrictions and road markings within Gainsborough Court. Introduce a 'permit parking area' (PPA) covering all of Gainsborough Court, operating 'Mon-Fri 8am-6pm, permit holders only'. A PPA is an area of road within which all motorists must have a permit in order to park there (blue badge holders would be exempt). The PPA is indicated by zone entry and exit signs (which in this instance would be placed at the junction specified), with complementary 'repeater signs'. There are no other road markings (e.g. parking bays) to indicate the restriction. This means residents are able to park where they like within the zone provided it is not obstructive. Aside from road markings and extend hours of operation, the scheme would work the same (costs, eligibility criteria etc.) as the existing permit scheme already in operation there. Introduce sections of DYL 'No waiting at any time' at specified locations.	To provide additional parking capacity for residents by enabling vehicles to park on both sides of Gainsborough Court. To prevent parking at junctions where parking would be obstructive; to improve sightlines, access, and safety.	Walton South & Oatlands	Mr Tony Samuels
27	Ashley Road	Walton	From no 96, south.	Introduce DYL 'No waiting at any time', revoking existing SYL over the same length.	To prevent obstructive parking to the footway which compromises access to the footway and reduces sightlines for residents exiting their driveways with consequential safety concerns. To 'rationalise' existing parking restrictions and reduce 'sign clutter', to improve understanding of restrictions and compliance.	Walton South & Oatlands	Mr Tony Samuels
28	Ashley Road / Oatlands Chase	Walton	From 79 to 101 Ashley Road including junction specified.	Introduce DYL 'No waiting at any time', revoking existing SYL over the same length.	To 'rationalise' existing parking restrictions and reduce 'sign clutter', to improve understanding of restrictions and compliance.	Walton South & Oatlands	Mr Tony Samuels
29	Ashley Road / Oatlands Chase	Walton / Weybridge	From 101 Ashley Road to Queens Road roundabout junction.	Introduce DYL 'No waiting at any time', revoking existing SYL over the same length.	To 'rationalise' existing parking restrictions and reduce 'sign clutter', to improve understanding of restrictions and compliance.	Walton South & Oatlands / Hersham	Mr Tony Samuels / Mr John O'Reilly
30	Oatlands Avenue	Weybridge	Near access to Rouse Close.	Introduce DYL 'No waiting at any time', revoking existing SYL over the same length.	To improve sightlines and safety at the junction.	Walton South & Oatlands	Mr Tony Samuels
31	St Mary's Road	Weybridge	Near access to Old School Mews.	Introduce DYL 'No waiting at any time'.	To improve sightlines and safety at the junction.	Walton South & Oatlands	Mr Tony Samuels
32	Oatlands Avenue	Weybridge	Near junction with Oatlands Close.	Extend existing DYL 'No waiting at any time'.	To improve sightlines and safety at the junction.	Walton South & Oatlands	Mr Tony Samuels
33	Oatlands Avenue / Queens Road	Weybridge	From 2 Oatlands Avenue to and around specified junction.	Introduce DYL 'No waiting at any time', revoking existing SYL over the same length.	To 'rationalise' existing parking restrictions and reduce 'sign clutter', to improve understanding of restrictions and compliance. To prevent parking near to the bend outside 1 Oatlands Avenue, and around the junction, to improve safety. NB this proposal crosses into the Weybridge division.	Walton South & Oatlands / Weybridge	Mr Tony Samuels / Mr Tim Oliver

Walton on Thames and Hersham Parking Review - Description and explanation of proposals - August 2017

Drawing number	Location			Proposal		Division	
	Road(s)	Village / Town	Description	Description of controls	Reason for controls	Name	Member
34	Queens Road / Mayfield Road / Mayfield Close / Mayfield Gardens	Hersham	Multiple locations.	Extend existing 'Walton controlled parking zone' to include Queens Road. Introduce DYL 'No waiting at any time', both sides of Queens Road. Introduce DYL 'No waiting at any time', revoking existing SYL over the same length, on the south side of Mayfield Road including junctions with Mayfield Gardens and Close. Introduce new permit parking bay in Mayfield Close, revoking existing SYLs over that length. Introduce additional parking bay 'Mon-Fri 8am-6pm pay and display', revoking existing SYLs over that length, north side of Mayfield Road. Introduce parking bay 'Car club only, at any time' (one space), on the north side of Mayfield Road, revoking existing parking bay over that length.	To reduce sign clutter and future maintenance costs (Queens Road). To prevent potential for 'displacement' parking to this location. To prevent obstructive parking on Mayfield Road and its junctions currently taking place outside of controlled hours, to improve safety and reduce congestion. To increase parking capacity for residents within Mayfield Close. Introduce car club bay to encourage reduced personal vehicle ownership and to promote sustainable travel options (Mayfield Road). Introduce additional pay and display parking bay to offset the loss of this type of bay incurred by the proposed car club bay (Mayfield Road).	Hersham	Mr John O'Reilly
35	Mayfield Road	Hersham	Multiple locations.	Introduce DYL 'No waiting at any time', revoking existing SYL over the same length, on the south side of Mayfield Road.	To prevent obstructive parking on Mayfield Road and its junctions currently taking place outside of controlled hours, to improve safety and reduce congestion.	Hersham	Mr John O'Reilly
36	Queens Road	Hersham	From around Mayfield Road junction, east to no 126.	Extend existing 'Walton controlled parking zone' to include Queens Road. Introduce DYL 'No waiting at any time', both sides of Queens Road.	To reduce sign clutter and future maintenance costs (Queens Road). To prevent potential for 'displacement' parking to this location.	Hersham	Mr John O'Reilly
37	Queens Road / Charlton Avenue.	Hersham	Queens Road from around no 126, east to Charlton Avenue junction. Multiple locations within Charlton Avenue.	Extend existing 'Walton controlled parking zone' to include Queens Road. Introduce DYL 'No waiting at any time', both sides of Queens Road. Introduce and revoke parking bays and SYL within Charlton Avenue.	To reduce sign clutter and future maintenance costs (Queens Road). To prevent potential for 'displacement' parking to this location. To modify traffic orders so as to match existing restrictions on site (Charlton Avenue).	Hersham	Mr John O'Reilly
38	Queens Road	Hersham	Queens Road from Charlton Avenue junction, east to roundabout junction with West Grove.	Extend existing 'Walton controlled parking zone' to include Queens Road. Introduce DYL 'No waiting at any time', both sides of Queens Road.	To reduce sign clutter and future maintenance costs (Queens Road). To prevent potential for 'displacement' parking to this location.	Hersham	Mr John O'Reilly
39	Hersham Road / Felcott Road / Felcott Close	Hersham	At the junctions of the roads specified; outside 76-80 Hersham Road.	Introduce sections of DYL 'No waiting at any time'. Introduce sections of DYL 'No waiting at any time', revoking existing SYLs over that length (Felcott Road / Hersham Road junction). Revoke existing SYLs without replacement (Felcott Road).	To improve sightlines and safety at the junctions. To reduce length of restrictions on Felcott Road near the junction with Hersham Road, to provide additional parking capacity. To prevent parking near access on Hersham Road which causes sightline and access concerns for residents.	Hersham	Mr John O'Reilly
40	Hersham Road / Hersham Road	Hersham	At the junction.	Introduce sections of DYL 'No waiting at any time'.	To improve sightlines and safety at the junction. NB: The exact extents of this restriction may be modified following clarification of the new road layout due to be constructed here.	Hersham	Mr John O'Reilly
41	Molesey Road / Broad Close	Hersham	From 292 Molesey Road, north to the railway line; multiple locations in Broad Close.	Introduce sections of DYL 'No waiting at any time', revoking existing SYLs over that length (Molesey Road including junction with Broad Close). Extend permit parking bays in Broad Close near the junction with Molesey Road, revoking existing SYLs over that length. Remove sections of permit parking and replace with SYL 'No waiting Mon-Fri 8am-Noon'.	To 'rationalise' existing parking restrictions and reduce 'sign clutter', to improve understanding of restrictions and compliance (Molesey Road). To prevent parking on the north side of Molesey Road outside Greenwood Place, which narrows the road, causes sightline problems for vehicles exiting Broad Close and Greenwood Plane, and interferes with traffic flow. To improve sightlines and safety at the junctions (Molesey Road junctions with Broad Close and Asher Road). To provide additional parking capacity in Broad Close for local residents. To modify parking bays within Broad Close to allow for existing vehicles crossovers.	Hersham	Mr John O'Reilly

Walton on Thames and Hersham Parking Review - Description and explanation of proposals - August 2017

Drawing number	Location			Proposal		Division	
	Road(s)	Village / Town	Description	Description of controls	Reason for controls	Name	Member
42	Molesey Road / Rydens Grove.	Hersham	Molesey Road outside 114 - 124. Rydens Grove near the junction with Molesey Road.	Introduce sections of DYL 'No waiting at any time' outside 114-124 Molesey Road. Reduce length of existing DYLs 'No waiting at any time' on Rydens Grove.	To prevent parking on Molesey Road near to the traffic island which causes congestion at this pinch point and obstruction to the footway. To remove unnecessary restrictions on Rydens Grove to provide additional parking capacity in the area.	Hersham	Mr John O'Reilly
43	Old Esher Road / Mole Road / Brittain Road	Hersham	Old Esher Road between Mole Road and Esher Road. The junction of Mole Road and Brittain Road.	Introduce sections of DYL 'No waiting at any time'.	To improve visibility and safety around the inside of the bend on Old Esher Road. To prevent parking on both sides of Esher Road which narrows the road and obstructs the footway on the southern side of the road. To prevent parking around the junction of Brittain Road and Mole Road, to improve sightlines and safety at the junction.	Hersham	Mr John O'Reilly
44	Claremont Close / Molesey Road	Hersham	Turning head in Claremont Close and at the junction with Molesey Road. Molesey Road near the access to Glenbrook House.	Introduce sections of DYL 'No waiting at any time' in the turning head of Claremont Close. Revoke without replacement existing DYLs 'No waiting at any time' on Claremont Close near the junction with Molesey Road. Introduce DYLs 'No waiting at any time' on Molesey Road at the access to Glenbrook House, and extend slightly the existing parking bay outside 13 Molesey Road 'Parking Mon-Sat 8am-6pm 1hr n/r 1hr'.	To prevent parking in the turning head of Claremont Close which makes it difficult for vehicles to turn in. To provide additional parking capacity at the Claremont Close / Molesey Road junction to provide additional parking capacity in the area. To prevent vehicles obstructing the pedestrian dropped kerb crossing point (Molesey Road).	Hersham	Mr John O'Reilly
45	Trenchard Close	Hersham	Around and opposite the access to 40-47 Trenchard Close.	Introduce sections of DYL 'No waiting at any time'.	To improve sightlines and safety at the junction. To prevent vehicles obstructing the pedestrian dropped kerb crossing point.	Hersham	Mr John O'Reilly
46	Avondale Close	Hersham	Around the 90 degree bend.	Introduce section of DYL 'No waiting at any time'.	To prevent vehicles obstructing the carriageway which makes it difficult for delivery and service vehicles to access the road.	Hersham	Mr John O'Reilly
47	Faulkner's Road / Burwood Road / Burhill Road	Hersham	Multiple locations.	Revoke without replacement sections of DYL 'No waiting at any time', and the existing school keep clear marking (Faulkner's Road). Revoke existing school keep clear marking and replace with DYL 'No waiting at any time' (Burwood Road). Extend DYLs 'No waiting at any time' in Burhill Road near junction with Burwood Road.	Remove unnecessary parking restrictions in Faulkner's Road to provide additional parking capacity in the area. Remove school keep clear markings from Burwood Road as there is no longer a school at this location, and replace with DYL 'No waiting at any time' to maintain traffic flow and safety. Extend DYLs in Burhill Road to improve safety and access at the junction.	Hersham	Mr John O'Reilly
48	Burhill Road	Hersham	Near the access to Cranbourne Close.	Introduce sections of DYL 'No waiting at any time'.	To improve sightlines and safety at the junction.	Hersham	Mr John O'Reilly
49	Heathfield Road	Hersham	Near the access to Waynefflete Close.	Introduce sections of DYL 'No waiting at any time'.	To improve sightlines, safety and access to Waynefflete Close and the garages on Heathfield Road.	Hersham	Mr John O'Reilly
N/A	Mayfield Road / Station Avenue	Hersham / Walton	All pay and display parking bays.	Increase charges of all existing on street pay and display parking in this area to £8.50 per day.	The existing charge is £6 for the four hour period of 8am - Noon, Monday - Friday. It is recognised good practice to charge a higher fee to park on street than at off street purpose built car parks. Elmbridge Borough Council's station car park currently charges £7.50 per day, and it is expected that this will rise to £8 in 2018. Therefore it is recommended that the on street parking charges are revised to a rate of £8.50. Please note, it is also recommended that as part of the proposed changes to the wider Walton controlled parking zone, the operational period of the bays increases from the current '8am - Noon, Monday - Friday' to '8am - 6pm, Monday - Friday', and the £8.50 charge would apply to this extended period. As this parking is primarily designed for commuters to the Walton train station, the charge is a 'flat fee' covering the whole day time period.	Walton South & Oatlands / Hersham	Mr Tony Samuels / Mr John O'Reilly

Walton on Thames and Hersham Parking Review - Description and explanation of proposals - August 2017

Drawing number	Location			Proposal		Division	
	Road(s)	Village / Town	Description	Description of controls	Reason for controls	Name	Member
N/A	All within existing Walton on Thames controlled parking zone (CPZ).	Hersham / Walton	Whole CPZ	Modify existing traffic regulation orders to remove properties know as 'In View Court', 'Waterloo Court', 'Station Court' and 'Fenner House' from being eligible to apply for residents' parking permits for the Walton CPZ.	These relatively new flats were granted planning approval with the level of off street parking provided based on the location being one which provides excellent travel links and therefore a good location to promote sustainable development and reduced personal vehicle ownership. However, residents of these flats now park in the surrounding on street resident parking scheme, and pre-existing residents are now regularly unable to find a parking space in their street. On this basis, it is proposed to remove these properties 'In View Court', 'Waterloo Court', 'Station Court' and 'Fenner House' from being eligible to have permits. Please note, as part of this review it is proposed to introduce a new 'Car club bay' on street, which will encourage and enable reduced personal vehicle ownership.	Walton South & Oatlands / Hersham	Mr Tony Samuels / Mr John O'Reilly
N/A	All within existing Walton on Thames controlled parking zone (CPZ).	Hersham / Walton	Whole CPZ	<p>Modify the existing zone, to increase the hours of operation of the zone from 'Monday - Friday 8am - Noon' to 'Monday - Friday 8am - 6pm'. The existing 'shared use' style of parking bays, which operate 'Monday - Friday 8am - 9.30am permit holders, 9.30am - Noon permit holders or 2hrs n/r 1hr', will be replaced with mainly 'Monday - Friday 8am-6pm permit holders only' parking bays and some 'Monday - Friday 8am - 6pm 2hrs n/r 2hrs' parking bays.</p> <p>Any other type of parking bays within the zone will be modified to operate with the same conditions as existing, but with hours extended to the new CPZ time.</p> <p>As part of this proposal, all existing SYL that currently operate 'No waiting Monday - Friday 8am - Noon' will be replaced with 'No waiting Monday - Friday 8am - 6pm'.</p> <p>Please note, there are specific proposals to also adjust layouts of certain parking bays and yellow lines within the zone, as part of this review. See drawing numbers 22, 23, 24, 25, 26, 34, 35, 36, 37 and 38.</p>	<p>As working patterns have changed over time the existing controlled zone times no longer meet the needs of residents. Residents are finding it difficult to find a parking space within certain roads of the zone due to commuters and visitors to the area being able to park in the bays all day after 10am. As such it is proposed to increase the hours of operation of the zone as described.</p> <p>The existing 'dual use' parking bays are very difficult to enforce effectively, and in changing the majority of bays to simply operate 'permit holders only', this will allow for better and more efficient enforcement to ensure that these bays are available for use by residents.</p> <p>Residents will still be able to purchase visitor permits which will enable them to have visitors throughout the controlled period.</p> <p>There will also be some free time-limited parking bays in order to accommodate visitors to the area who are not visiting a specific resident (and therefore would be unable to obtain a visitor permit).</p> <p>It is recognised that not all of the roads within the zone suffer from the specified problem, however if we were to change only part of the zone this would make the restrictions very complicated for the motorist to understand, and would also risk simply moving the problem from one part of the zone to another.</p>	Walton South & Oatlands / Hersham	Mr Tony Samuels / Mr John O'Reilly

KEY

PROPOSED
NO WAITING AT ANY TIME
EXISTING WAITING, LOADING
AND PARKING RESTRICTIONS
(WITH OR WITHOUT SYMBOLS)

Leisure Centre

Football Pitch

WATERSIDE DRIVE

Page 134

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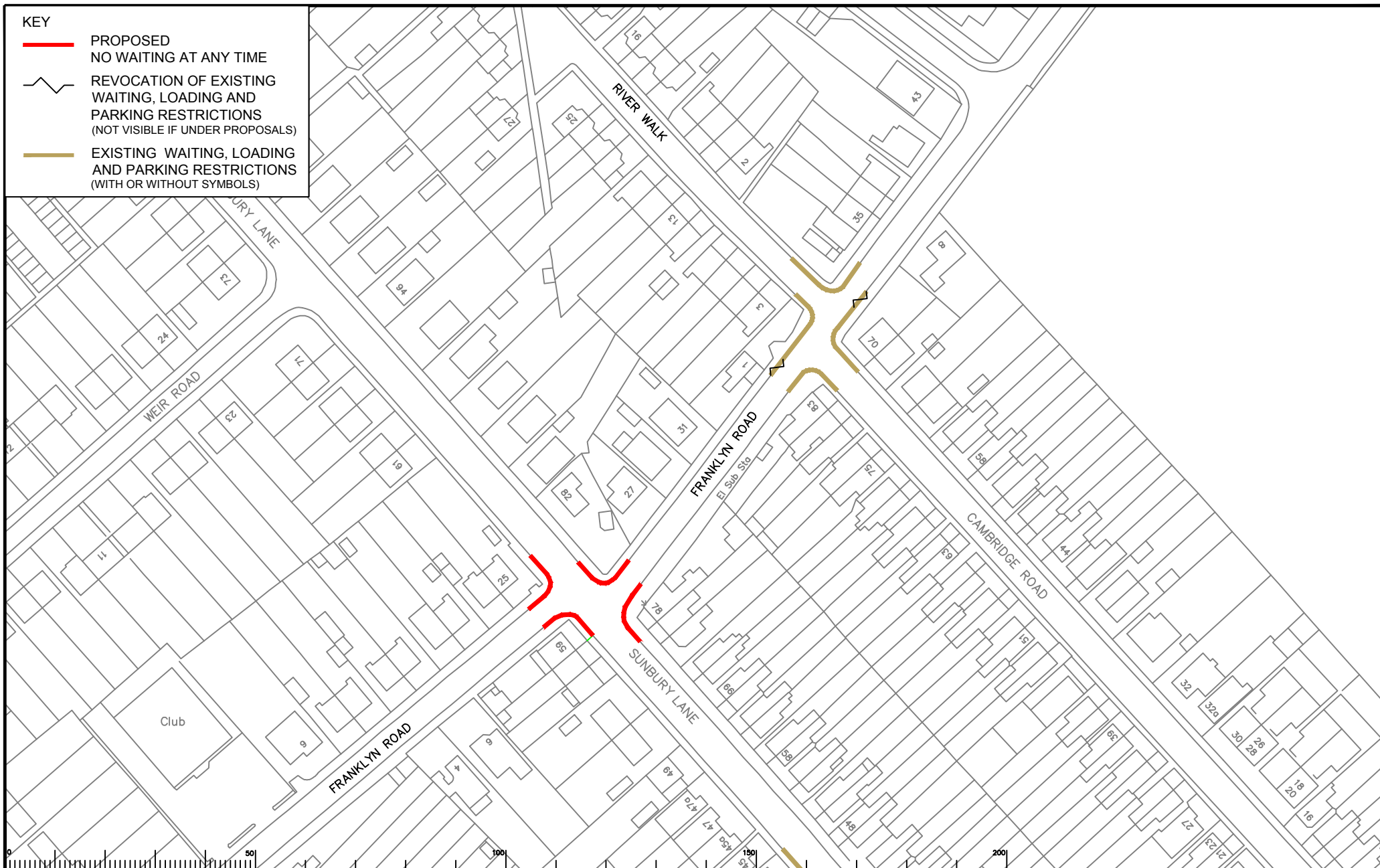
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Project	WALTON ON THAMES AND HERSHAM PARKING REVIEW
Drawing	WATERSIDE DRIVE WALTON ON THAMES

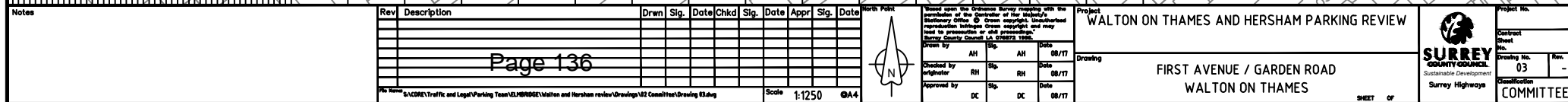
 SURREY COUNTY COUNCIL Sustainable Development Surrey Highways	Project No.	
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	Classification COMMITTEE	

- KEY**
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 - REVOCATION OF EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (NOT VISIBLE IF UNDER PROPOSALS)
 - EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)



<p>Notes</p>		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Rev</th> <th>Description</th> <th>Drwn</th> <th>Sig</th> <th>Date</th> <th>Chkd</th> <th>Sig</th> <th>Date</th> <th>Appr</th> <th>Sig</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td colspan="11" style="text-align: center;">Page 135</td> </tr> </tbody> </table>										Rev	Description	Drwn	Sig	Date	Chkd	Sig	Date	Appr	Sig	Date	Page 135											<p>Project WALTON ON THAMES AND HERSHAM PARKING REVIEW</p> <p>Drawing FRANKLYN ROAD / SUNBURY LANE WALTON ON THAMES</p>										<p>Project No.</p> <p>Contract No.</p> <p>Drawing No. 02</p> <p>Rev. -</p> <p>Classification COMMITTEE</p>									
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	PROPOSED
	NO WAITING AT ANY TIME
	EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)





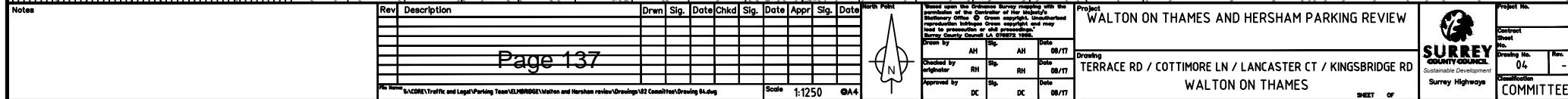
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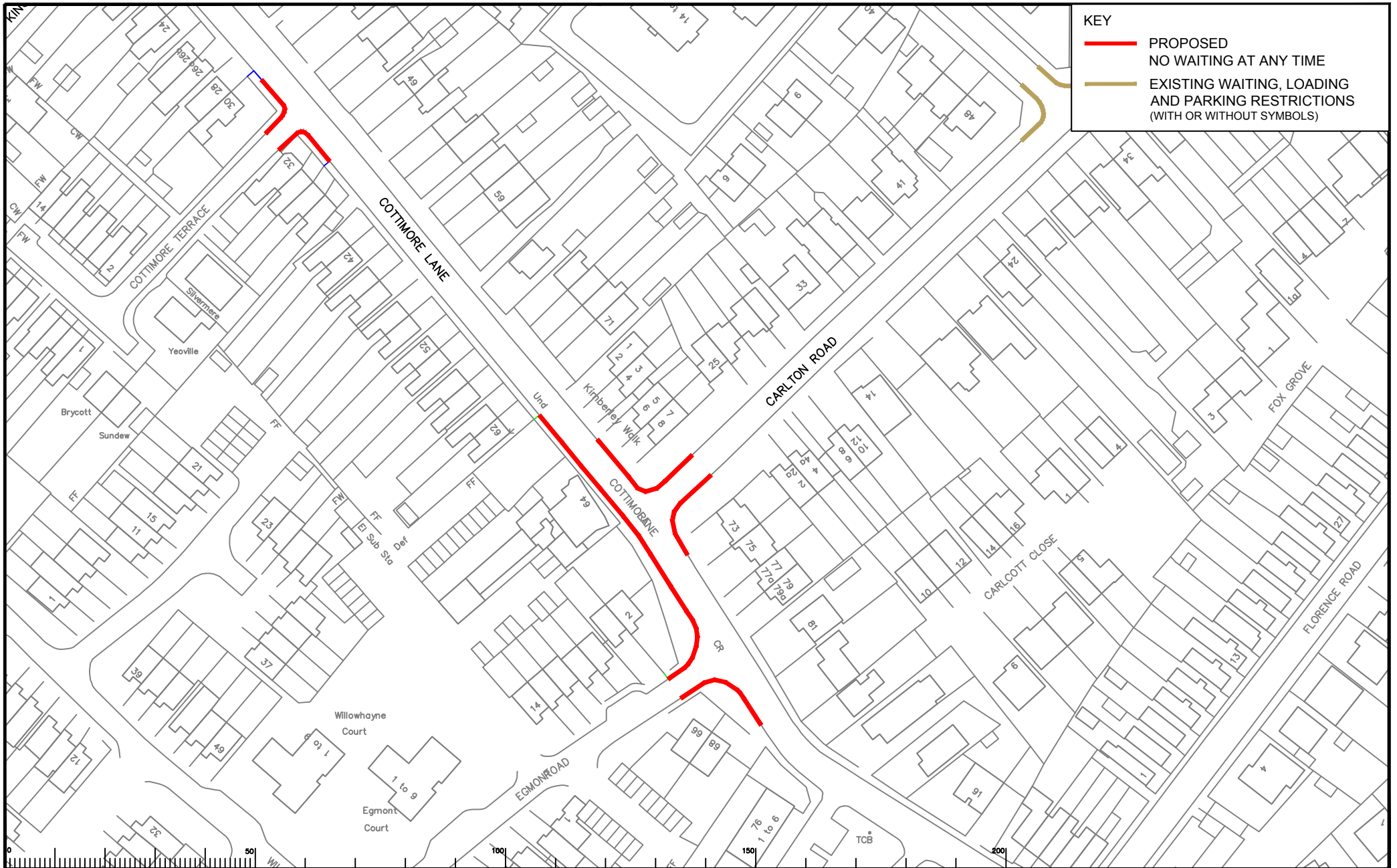
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Project	WALTON ON THAMES AND HERSHAM PARKING REVIEW
Drawing	FIRST AVENUE / GARDEN ROAD WALTON ON THAMES



	PROPOSED
	NO WAITING AT ANY TIME
	EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)





Notes

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North Point

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Project
WALTON ON THAMES AND HERSHAM PARKING REVIEW

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WALTON ON THAMES

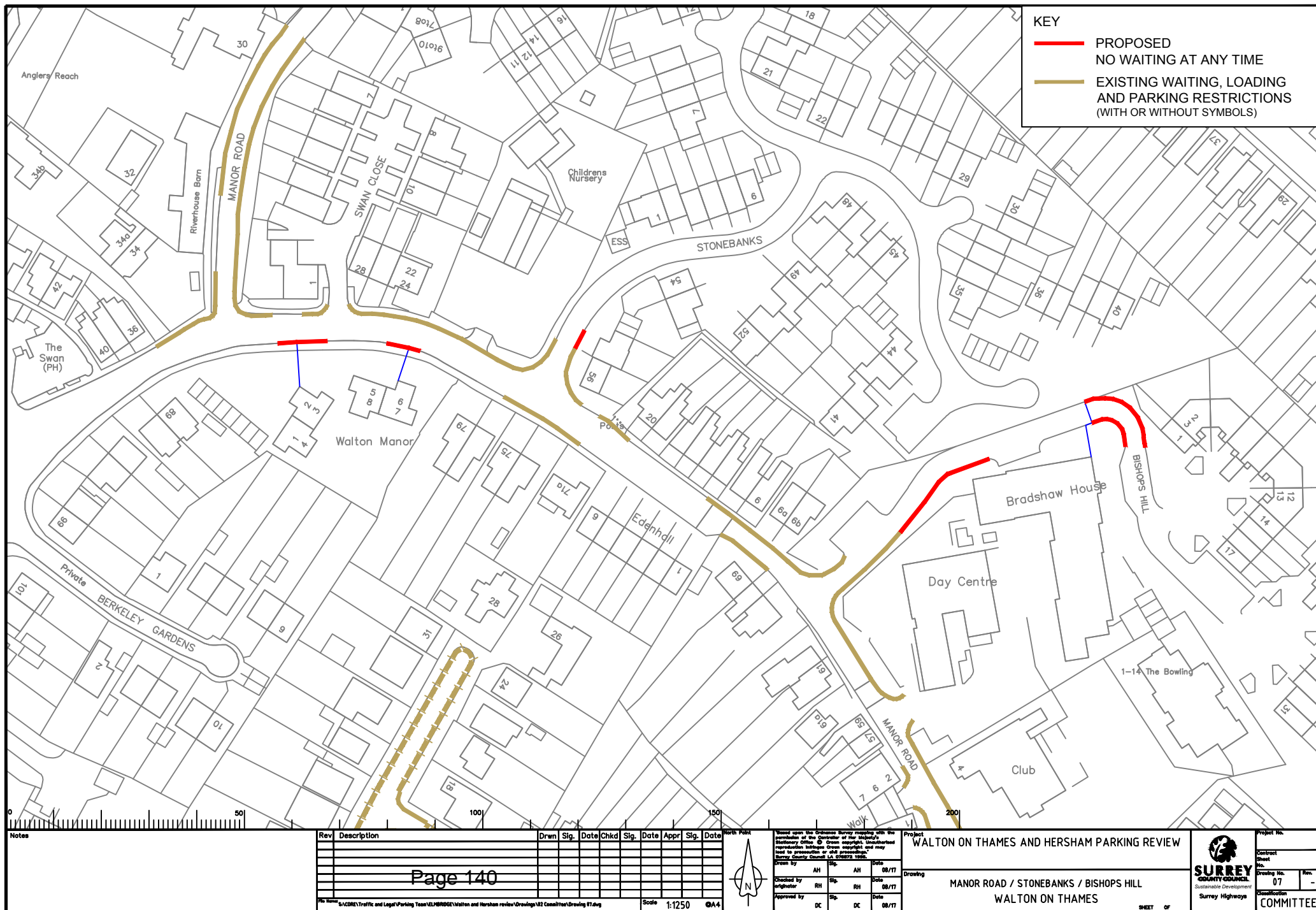
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Sustainable Development
Surrey Highways

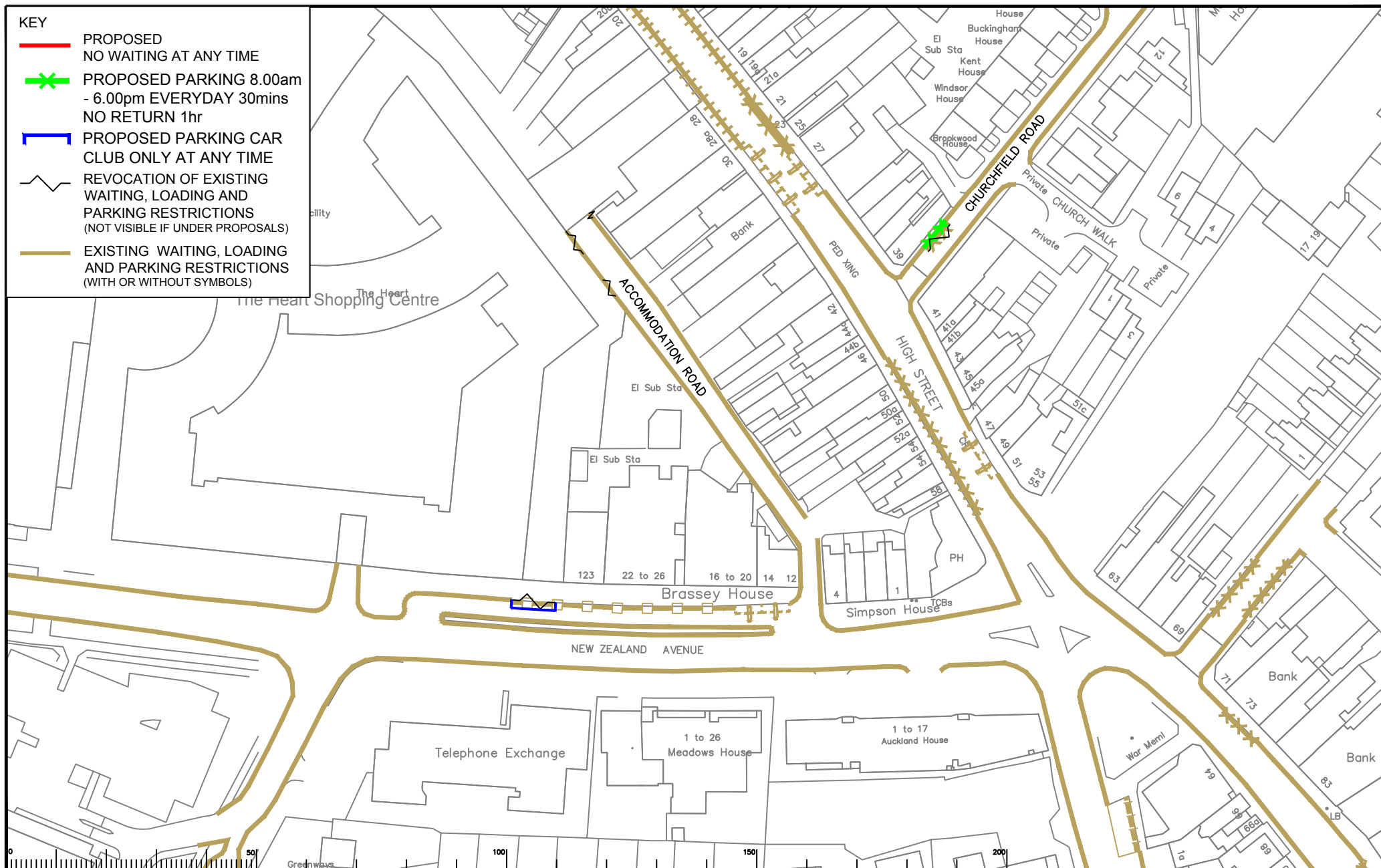
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Contract No.

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COMMITTEE



-  PROPOSED
NO WAITING AT ANY TIME
-  PROPOSED PARKING 8.00am
- 6.00pm EVERYDAY 30mins
NO RETURN 1hr
-  PROPOSED PARKING CAR
CLUB ONLY AT ANY TIME
-  REVOCATION OF EXISTING
WAITING, LOADING AND
PARKING RESTRICTIONS
(NOT VISIBLE IF UNDER PROPOSALS)
-  EXISTING WAITING, LOADING
AND PARKING RESTRICTIONS
(WITH OR WITHOUT SYMBOLS)

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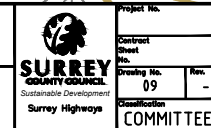
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Project
WALTON ON THAMES AND HERSHAM PARKING REVIEW

Drawing
NEW ZEALAND AV / ACCOMMODATION RD / CHURCHFIELD RD
WALTON ON THAMES

SHEET OF



- KEY**
- PROPOSED NO WAITING AT ANY TIME
 - REVOCATION OF EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (NOT VISIBLE IF UNDER PROPOSALS)
 - EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)



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Project	WALTON ON THAMES AND HERSHAM PARKING REVIEW
Drawing	AMBLESIDE AVENUE (NR ACCESS TO SWANSMERE CLOSE) WALTON ON THAMES

Project No.	Contract No.	Drawing No.	Rev.
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SURREY COUNTY COUNCIL Sustainable Development Surrey Highways			
COMMITTEE			

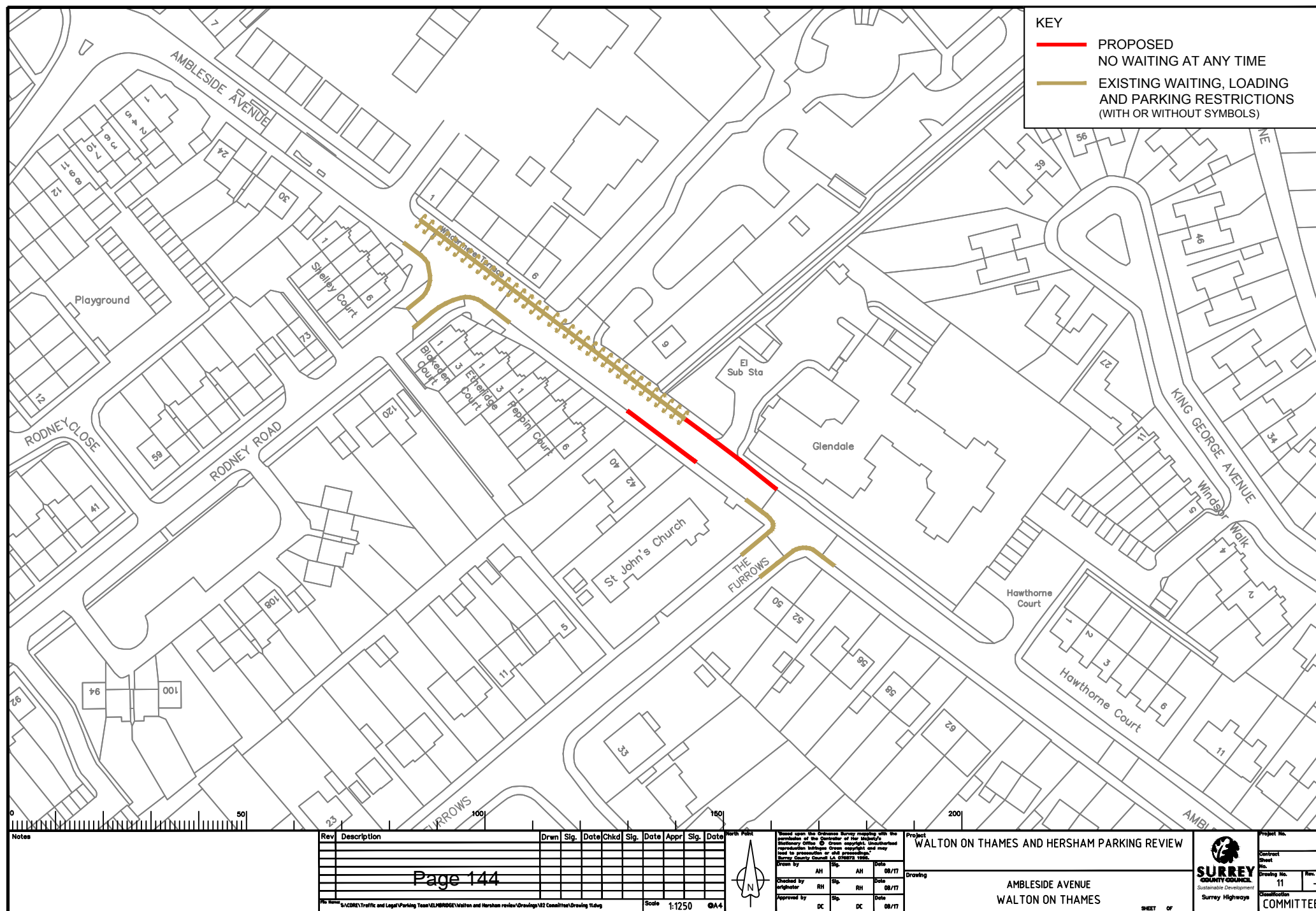
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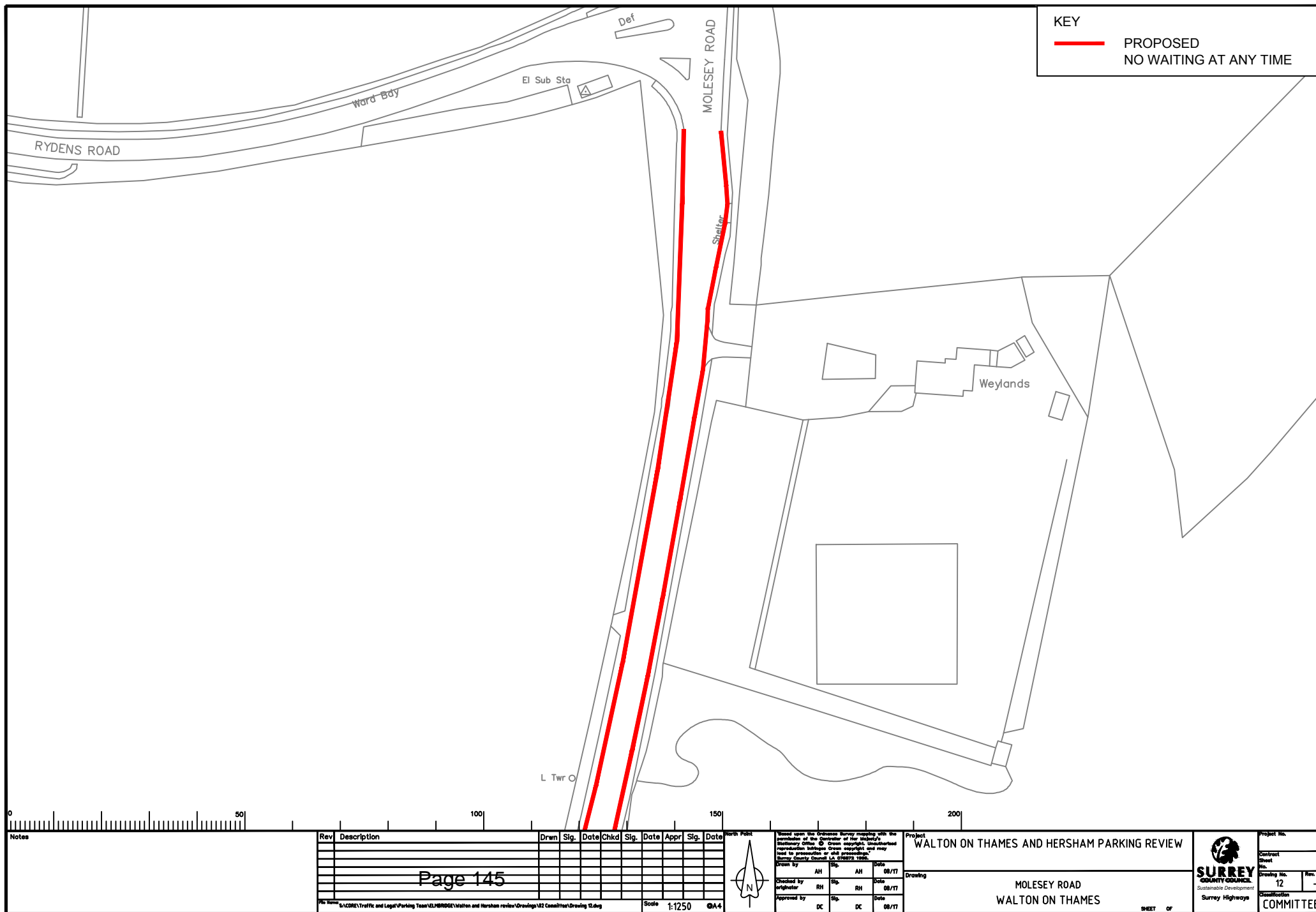
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KEY

PROPOSED
NO WAITING AT ANY TIME
EXISTING WAITING, LOADING
AND PARKING RESTRICTIONS
(WITH OR WITHOUT SYMBOLS)

HERSHAM
CONTROLLED PARKING ZONE

MOLESEY ROAD

North
Waylands
Cottages

Russell House

HERSHAM
CONTROLLED PARKING ZONE

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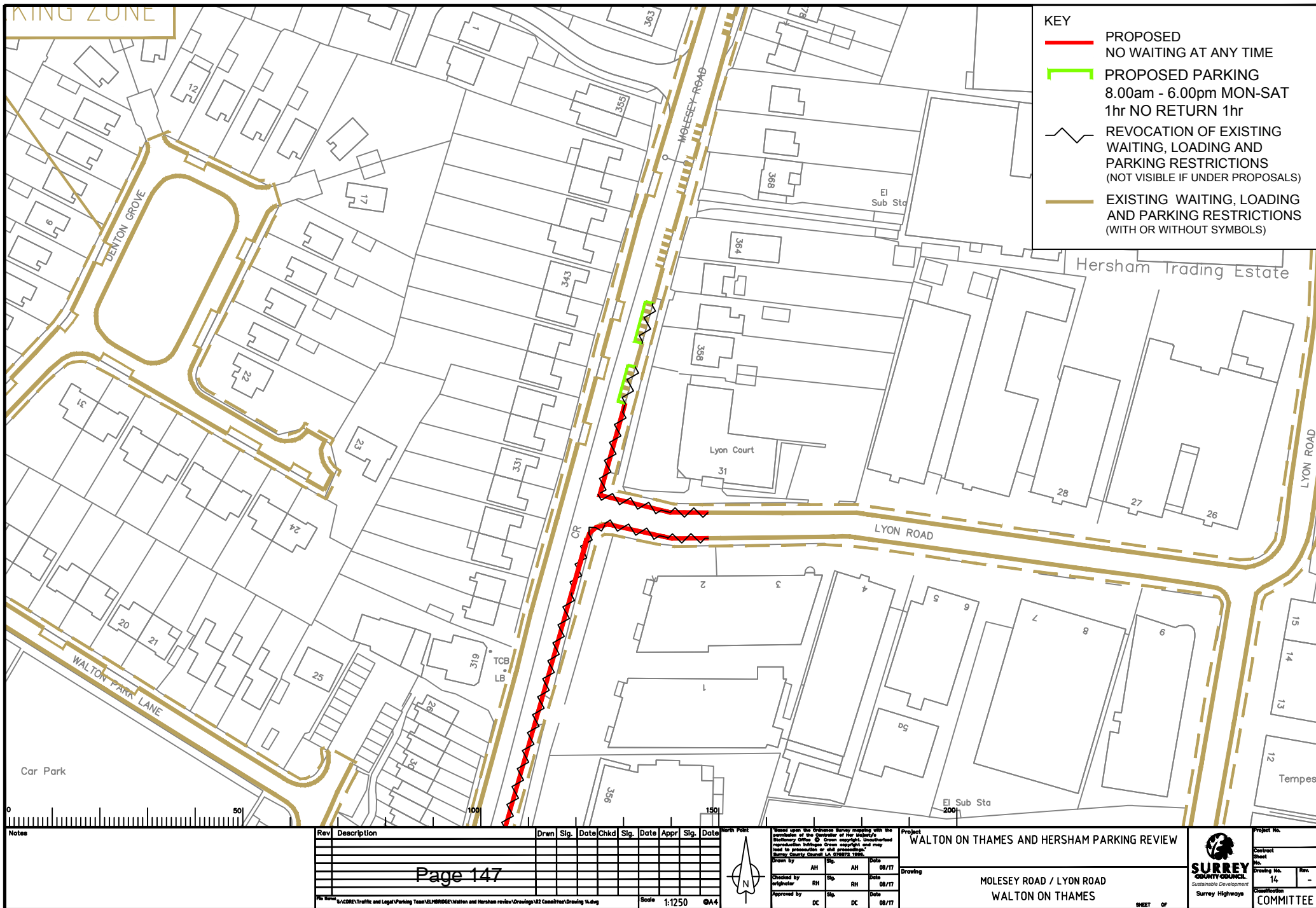
North Point

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



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Project	WALTON ON THAMES AND HERSHAM PARKING REVIEW
Drawing	MOLESEY ROAD WALTON ON THAMES

 SURREY COUNTY COUNCIL Sustainable Development Surrey Highways	Project No.	
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	Drawing No. 13	Rev. -
	Classification COMMITTEE	



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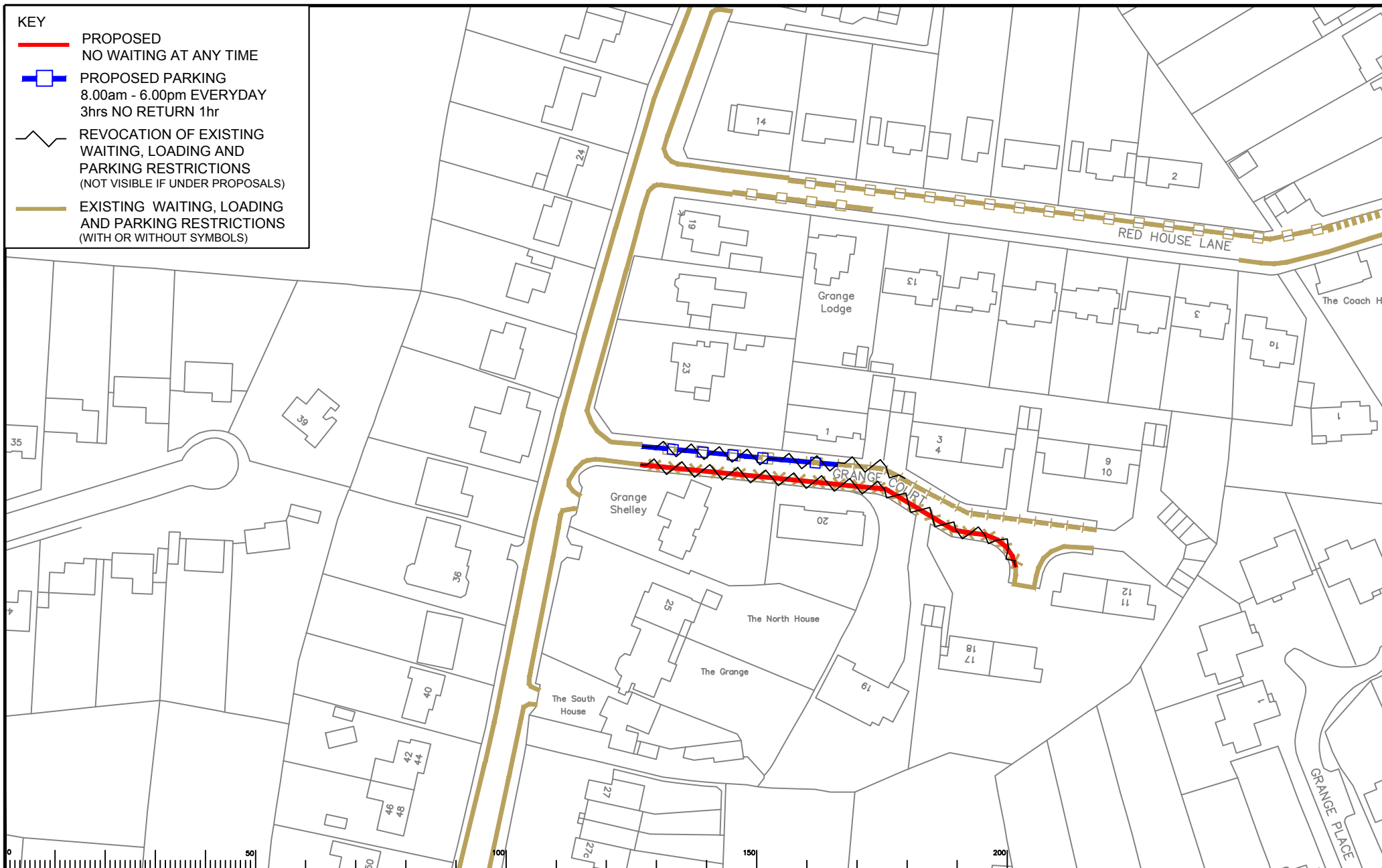
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	PROPOSED PARKING 8.00am - 6.00pm EVERYDAY 3hrs NO RETURN 1hr
	REVOCATION OF EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (NOT VISIBLE IF UNDER PROPOSALS)
	EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)



PROPOSED PARKING
8.00am - 6.00pm EVERYDAY
3hrs NO RETURN 1hr

REVOCAION OF EXISTING
WAITING, LOADING AND
PARKING RESTRICTIONS
(NOT VISIBLE IF UNDER PROPOSALS)

EXISTING WAITING, LOADING
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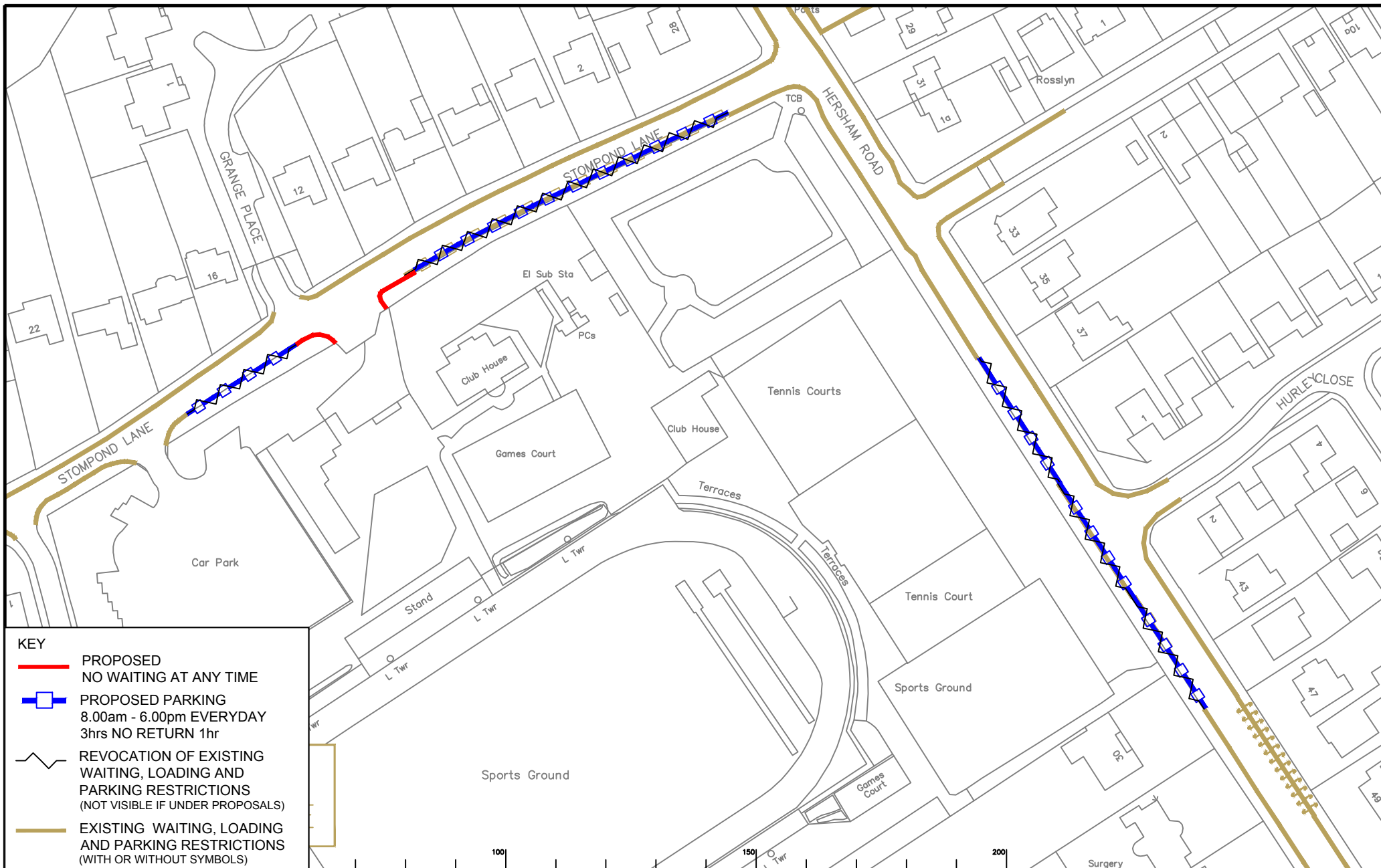
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Project	WALTON ON THAMES AND HERSHAM PARKING REVIEW	
Drawing	<p>GRANGE COURT</p> <p>WALTON ON THAMES</p>	



Project No.	
Contract Sheet No.	
Drawing No. 18	Rev. -
Classification COMMITTEE	



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Project: WALTON ON THAMES AND HERSHAM PARKING REVIEW

Drawing: STOPMOND LANE / HERSHAM ROAD WALTON ON THAMES

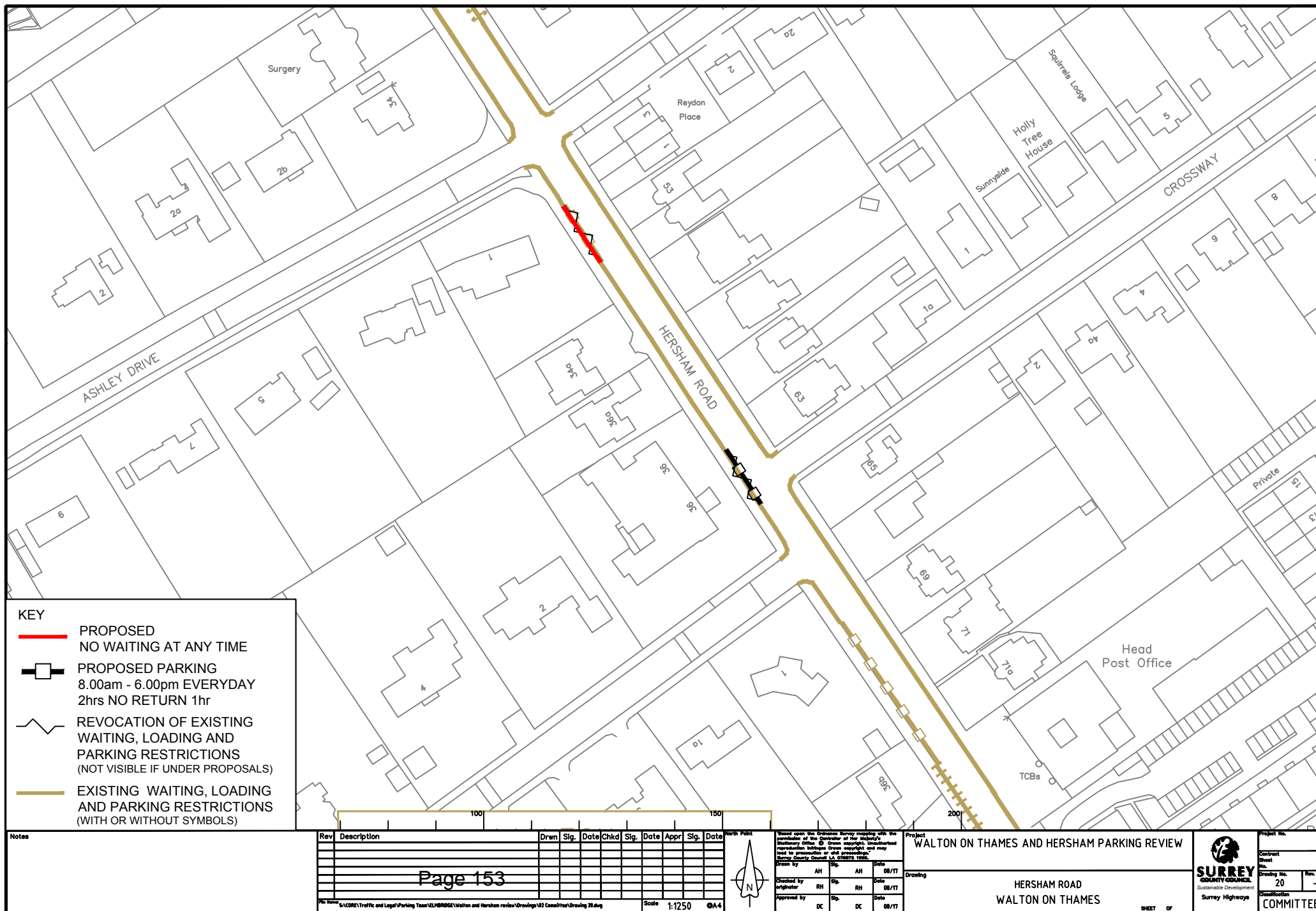
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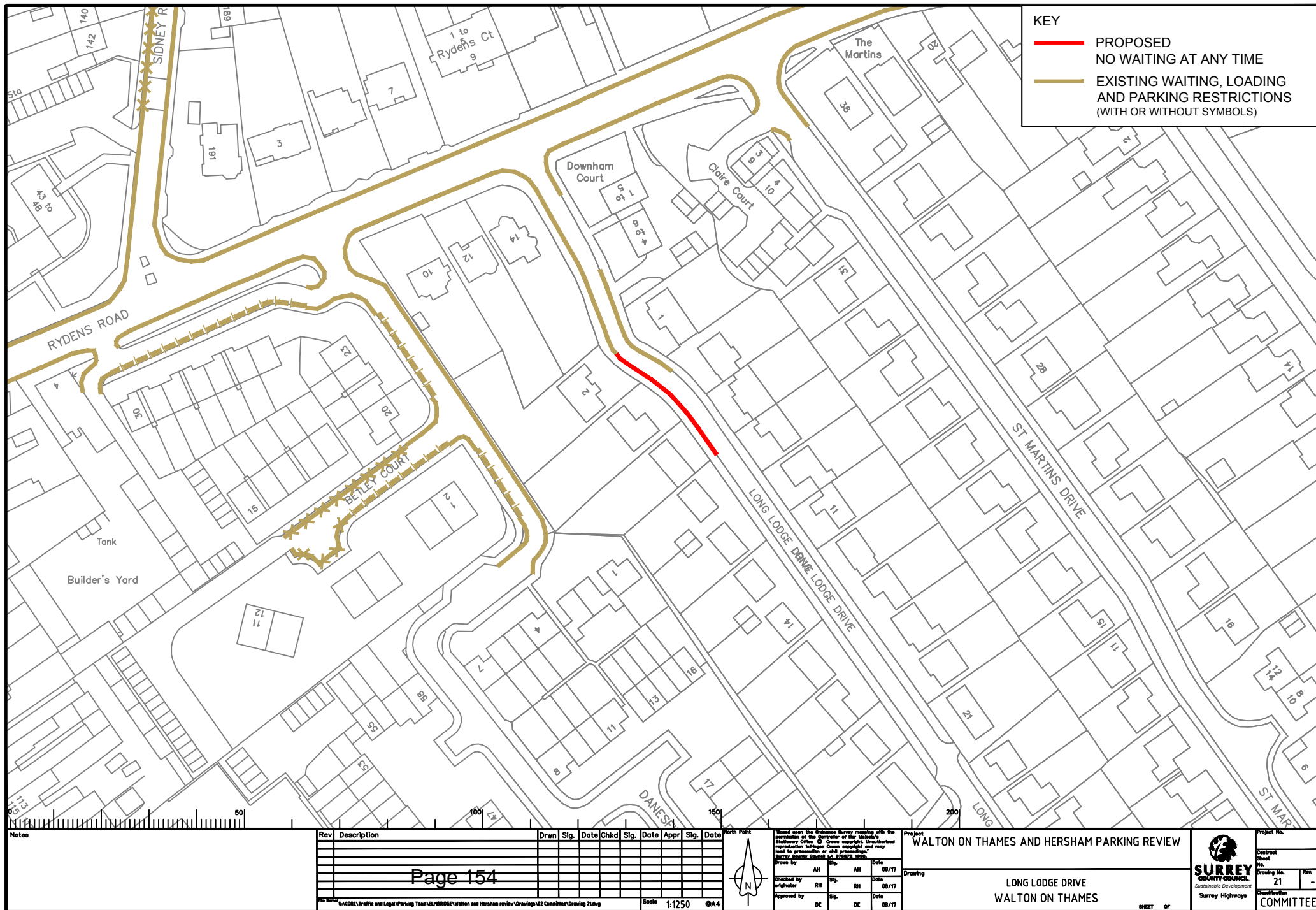
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Surrey County Council

Sustainable Development

Surrey Highways





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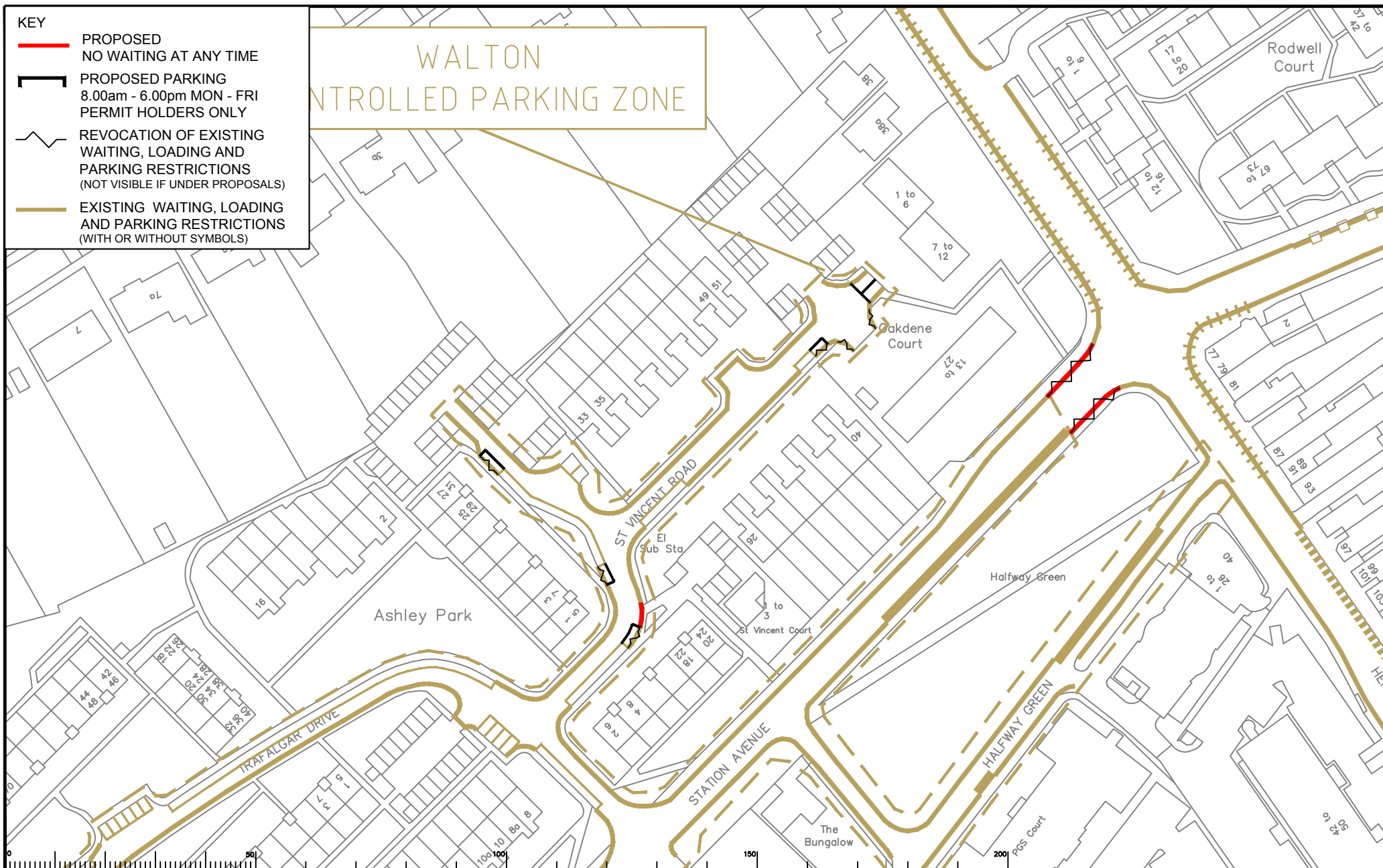
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PERMIT HOLDERS ONLY

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PARKING RESTRICTIONS
(NOT VISIBLE IF UNDER PROPOSALS)

EXISTING WAITING, LOADING
AND PARKING RESTRICTIONS
(WITH OR WITHOUT SYMBOLS)

WALTON
CONTROLLED PARKING ZONE



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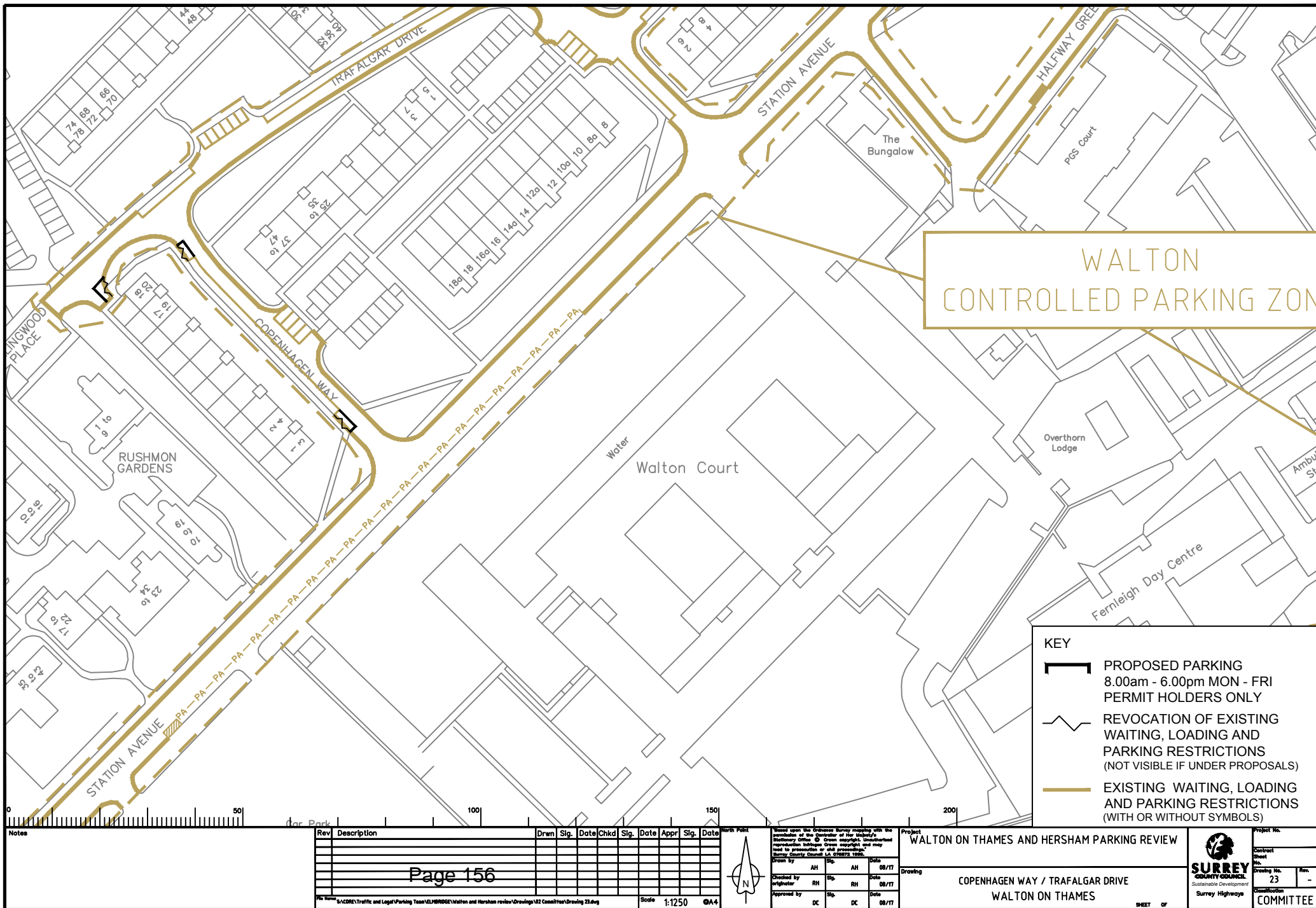
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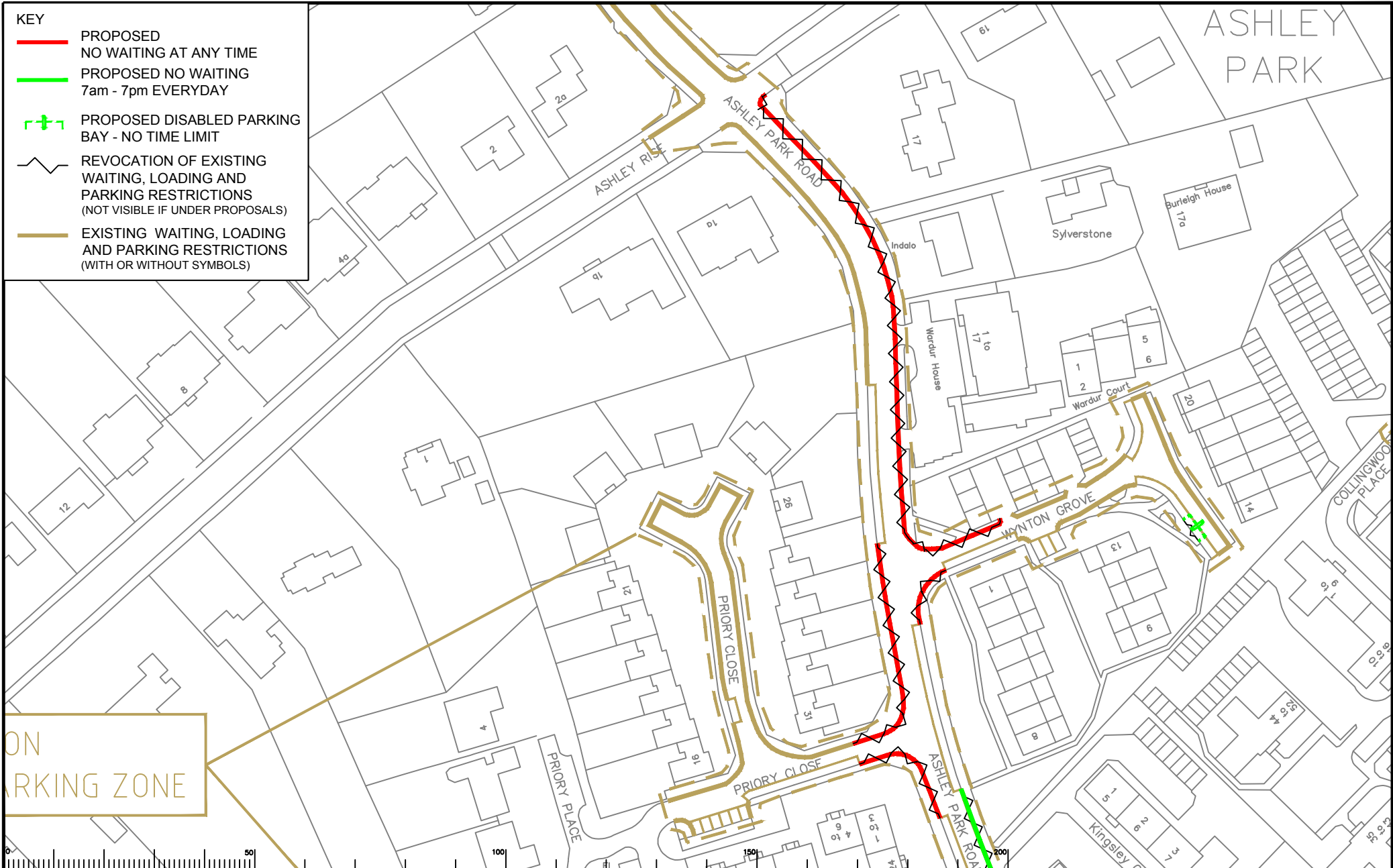
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Drawing	ST VINCENT ROAD / OAKDENE COURT / STATION AVENUE WALTON ON THAMES



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Contract Sheet No.	
Drawing No. 22	Rev. -
Classification COMMITTEE	



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 - PROPOSED NO WAITING 7am - 7pm EVERYDAY
 - + PROPOSED DISABLED PARKING BAY - NO TIME LIMIT
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North Arrow

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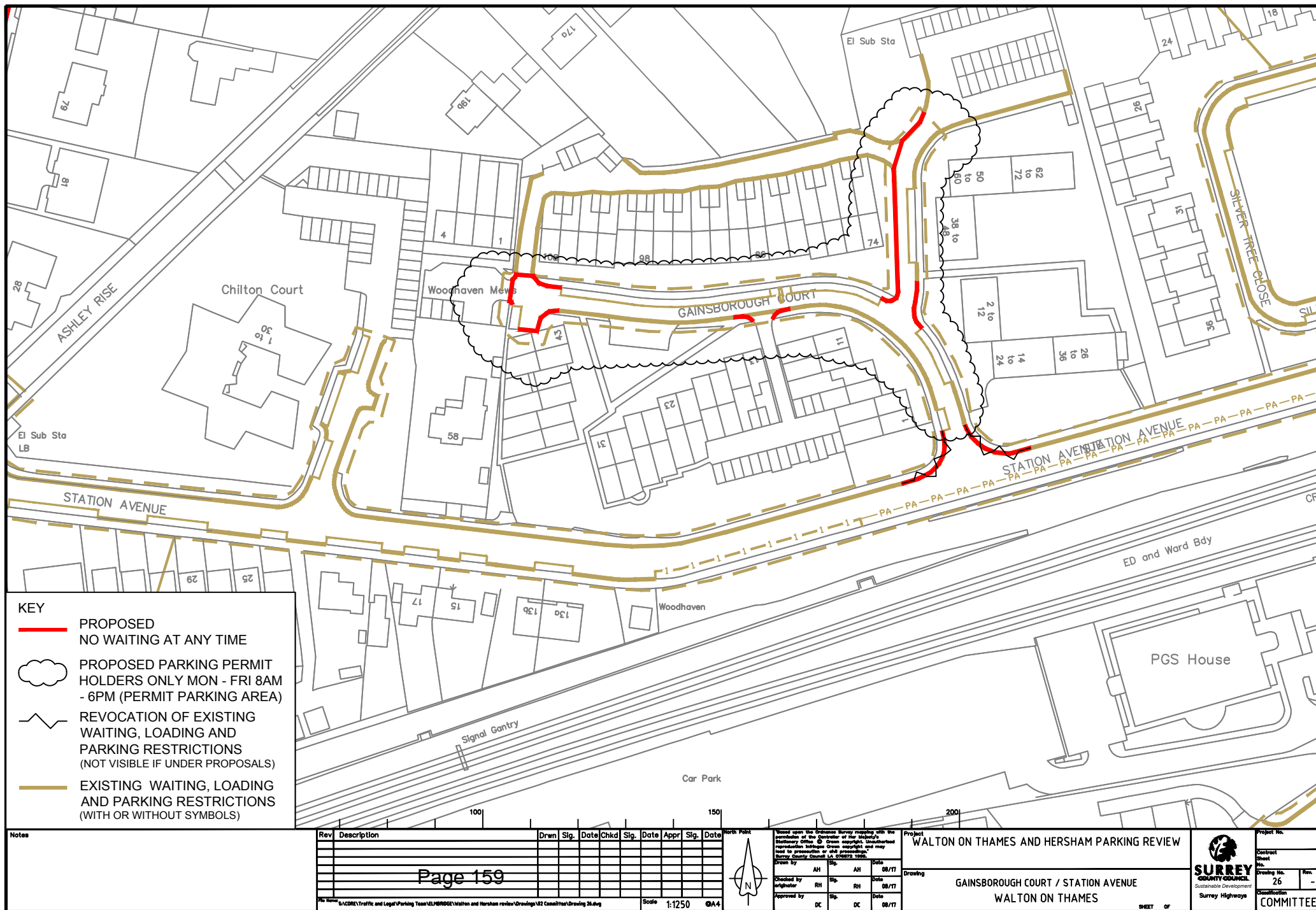
Project: WALTON ON THAMES AND HERSHAM PARKING REVIEW

Drawing: ASHLEY PARK ROAD / WYNTON GROVE / PRIORY CLOSE

WALTON ON THAMES

Project No. Contract No. Drawing No. 24 Rev. -

SURREY COUNTY COUNCIL Sustainable Development Surrey Highways COMMITTEE

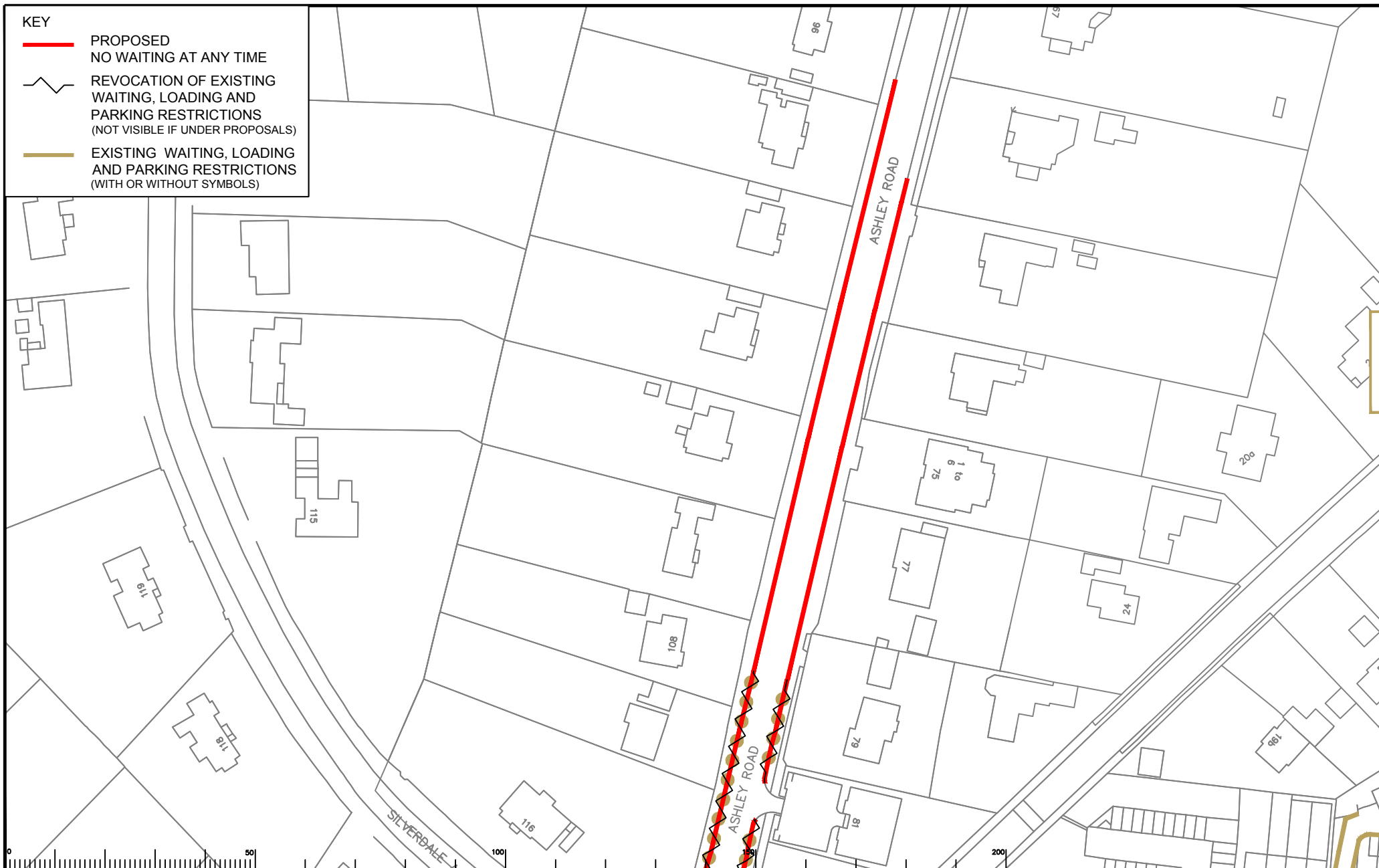


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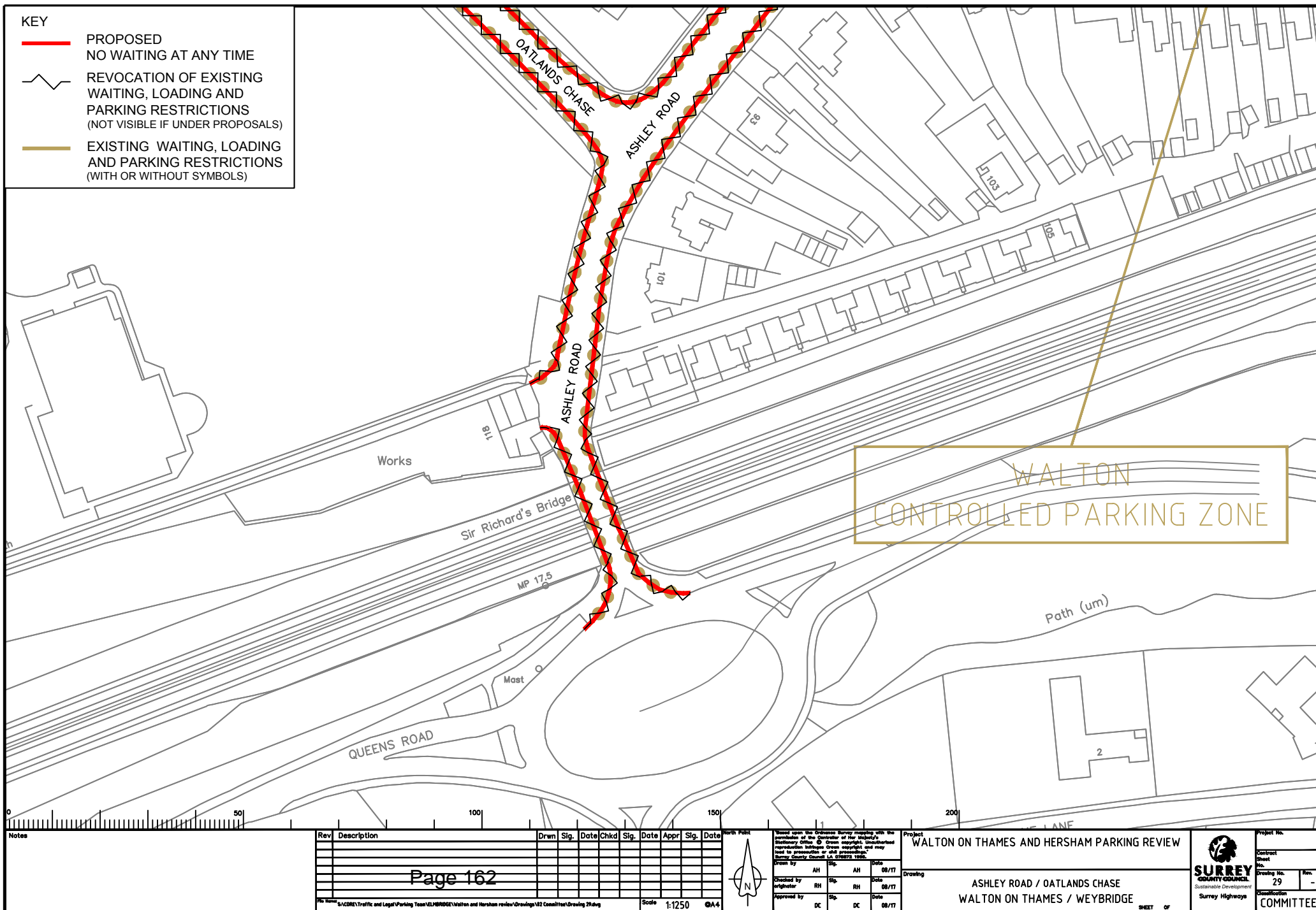
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(NOT VISIBLE IF UNDER PROPOSALS)




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AND PARKING RESTRICTIONS
(WITH OR WITHOUT SYMBOLS)

A graphic for the Walton Controlled Parking Zone. It features a stylized background of wavy lines in shades of blue and green. The text "WALTON" is written in a large, light blue, sans-serif font, and "CONTROLLED PARKING ZONE" is written below it in a smaller, light green, sans-serif font.

WALTON
CONTROLLED PARKING ZONE

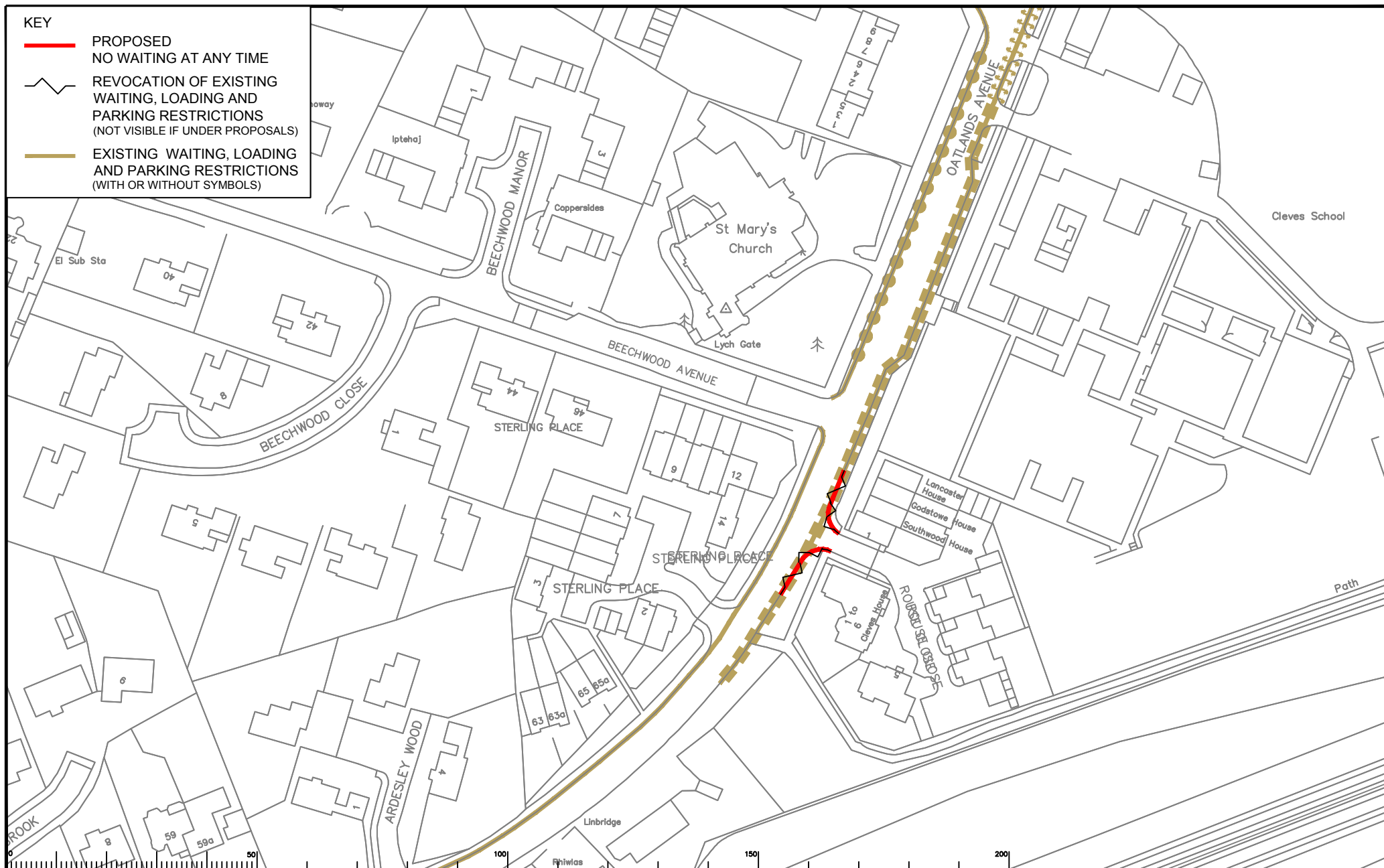


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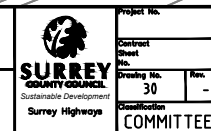
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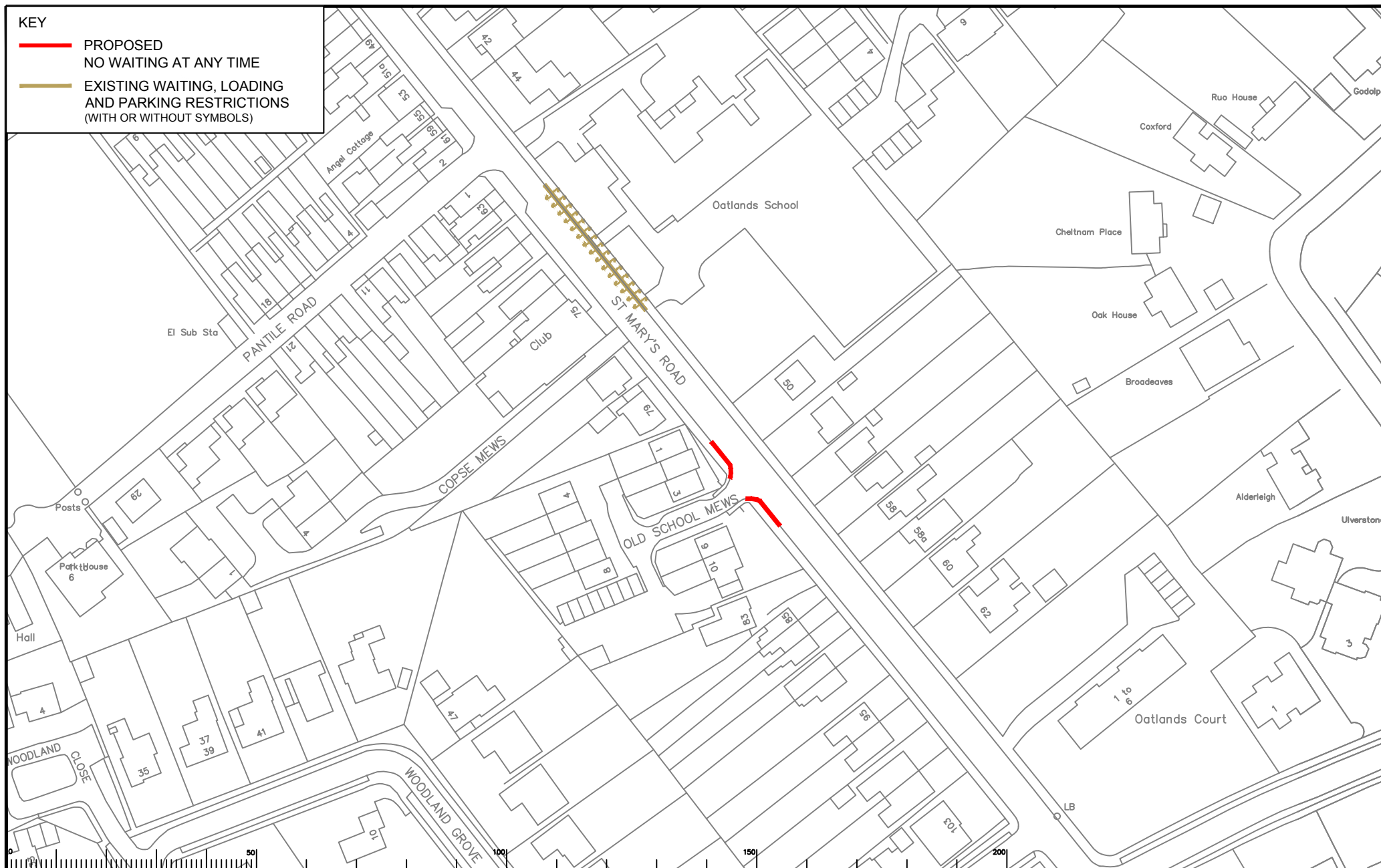
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Project	WALTON ON THAMES AND HERSHAM PARKING REVIEW
Drawing	OATLANDS AVENUE (ACCESS TO ROUSE CLOSE) WEYBRIDGE



 PROPOSED
NO WAITING AT ANY TIME

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AND PARKING RESTRICTIONS
(WITH OR WITHOUT SYMBOLS)

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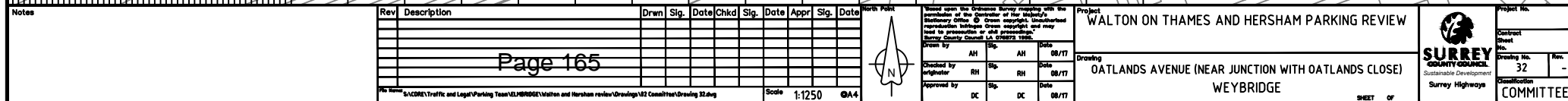
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Project	WALTON ON THAMES AND HERSHAM PARKING REVIEW
Drawing	ST MARY'S ROAD (ACCESS TO OLD SCHOOL MEWS) WEYBRIDGE






Project No.	
Contract Sheet No.	
Drawing No. 31	Rev. -
Classification COMMITTEE	

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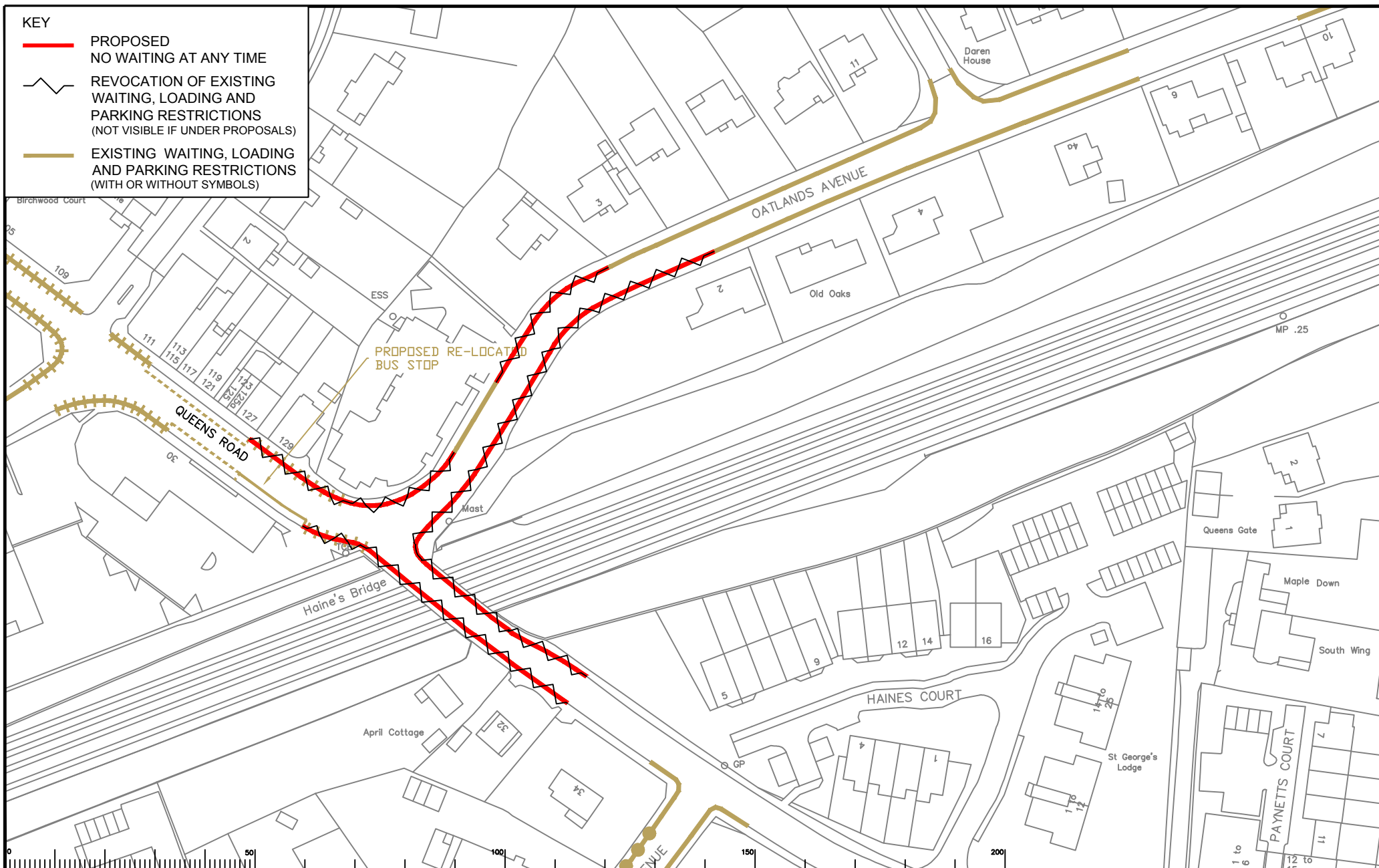


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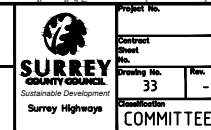
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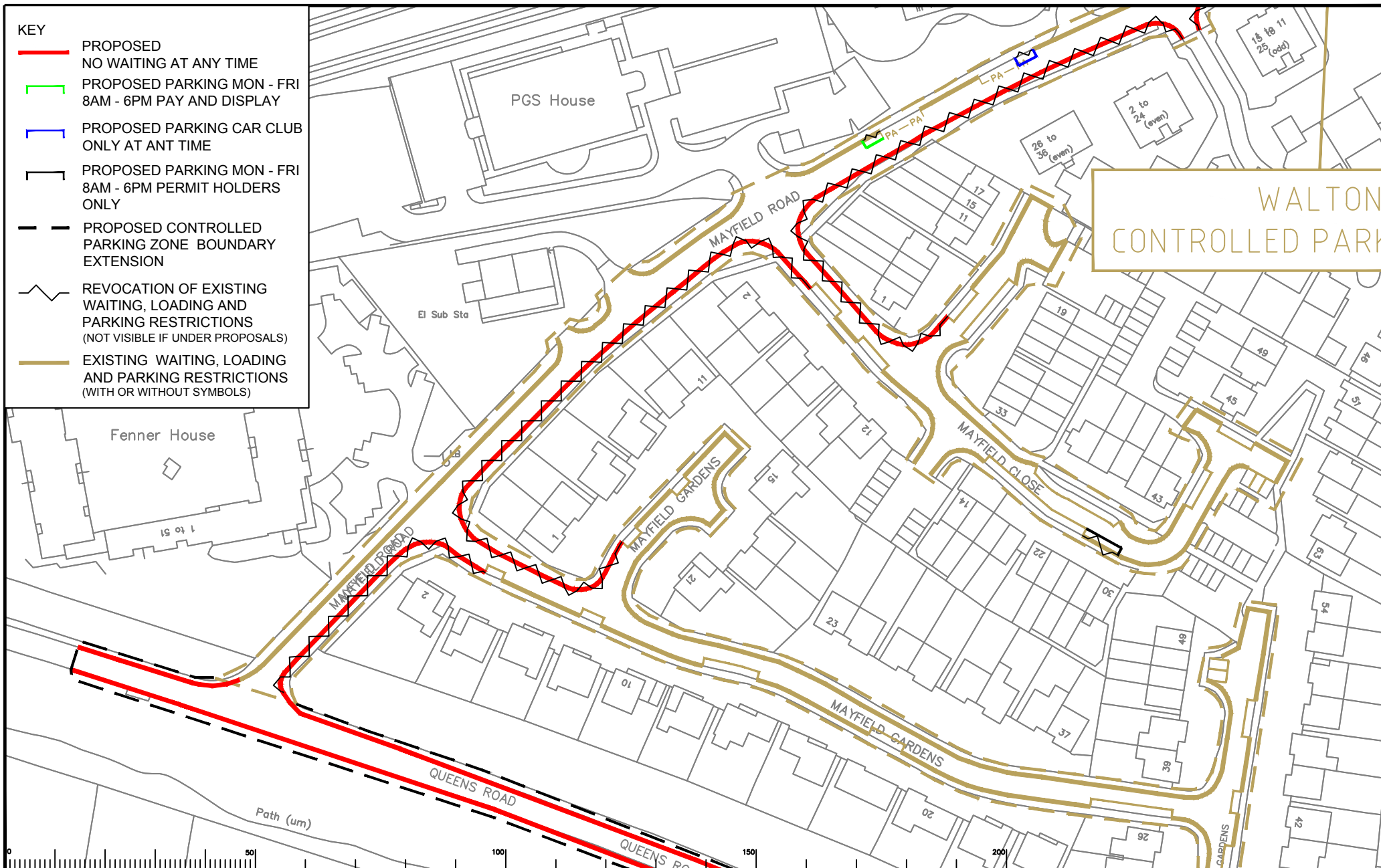
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Project	WALTON ON THAMES AND HERSHAM PARKING REVIEW
Drawing	OATLANDS AVENUE / QUEENS ROAD WEYBRIDGE
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- KEY**
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 - PROPOSED PARKING MON - FRI 8AM - 6PM PAY AND DISPLAY
 - PROPOSED PARKING CAR CLUB ONLY AT ANT TIME
 - PROPOSED PARKING MON - FRI 8AM - 6PM PERMIT HOLDERS ONLY
 - PROPOSED CONTROLLED PARKING ZONE BOUNDARY EXTENSION
 - REVOCATION OF EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (NOT VISIBLE IF UNDER PROPOSALS)
 - EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)



**WALTON
CONTROLLED PARK**

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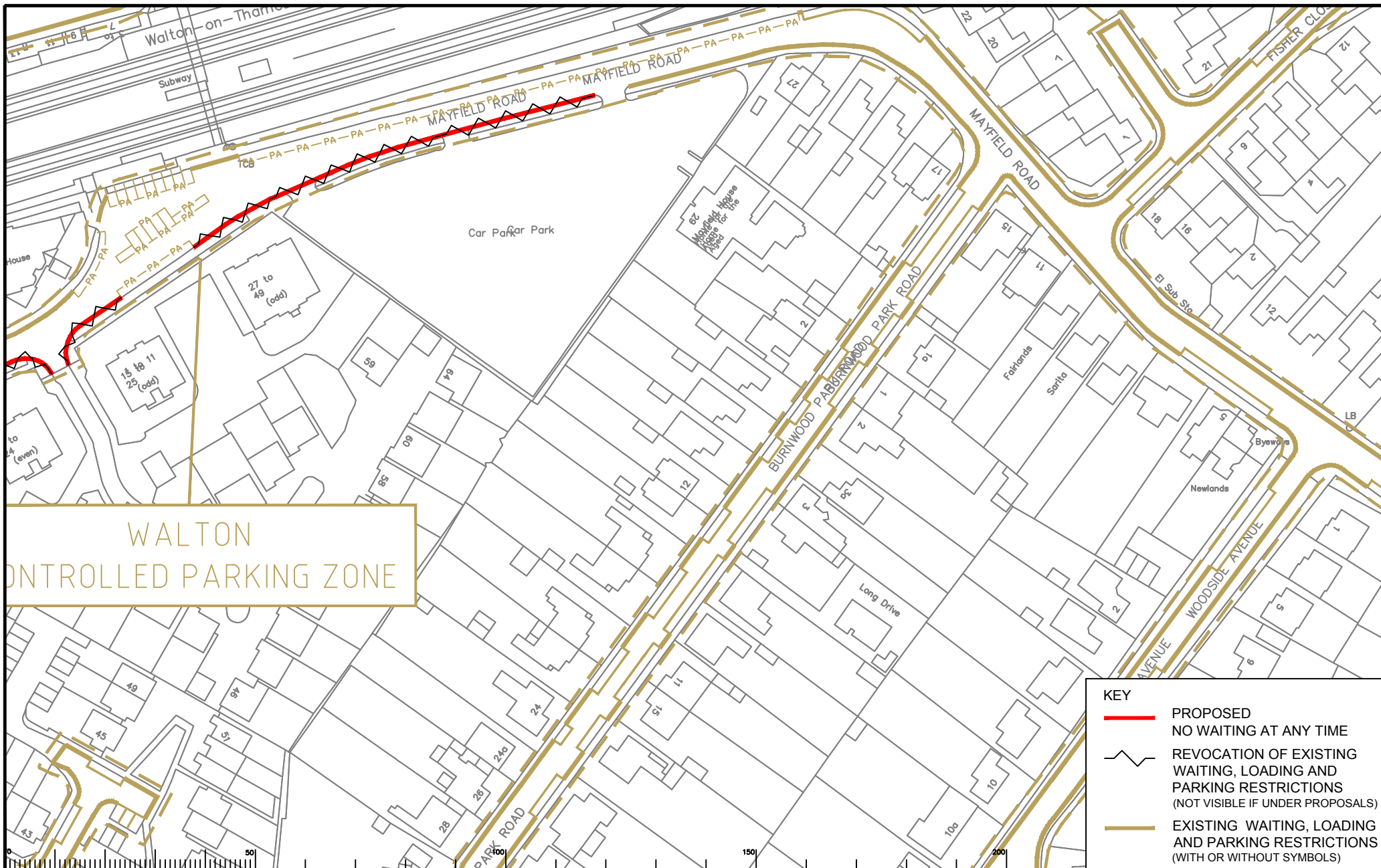


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Project	WALTON ON THAMES AND HERSHAM PARKING REVIEW
Drawing	QUEENS RD / MAYFIELD RD / MAYFIELD CLS / MAYFIELD GDNS
	HERSHAM

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Contract No.	
Drawing No.	36
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Classification	COMMITTEE

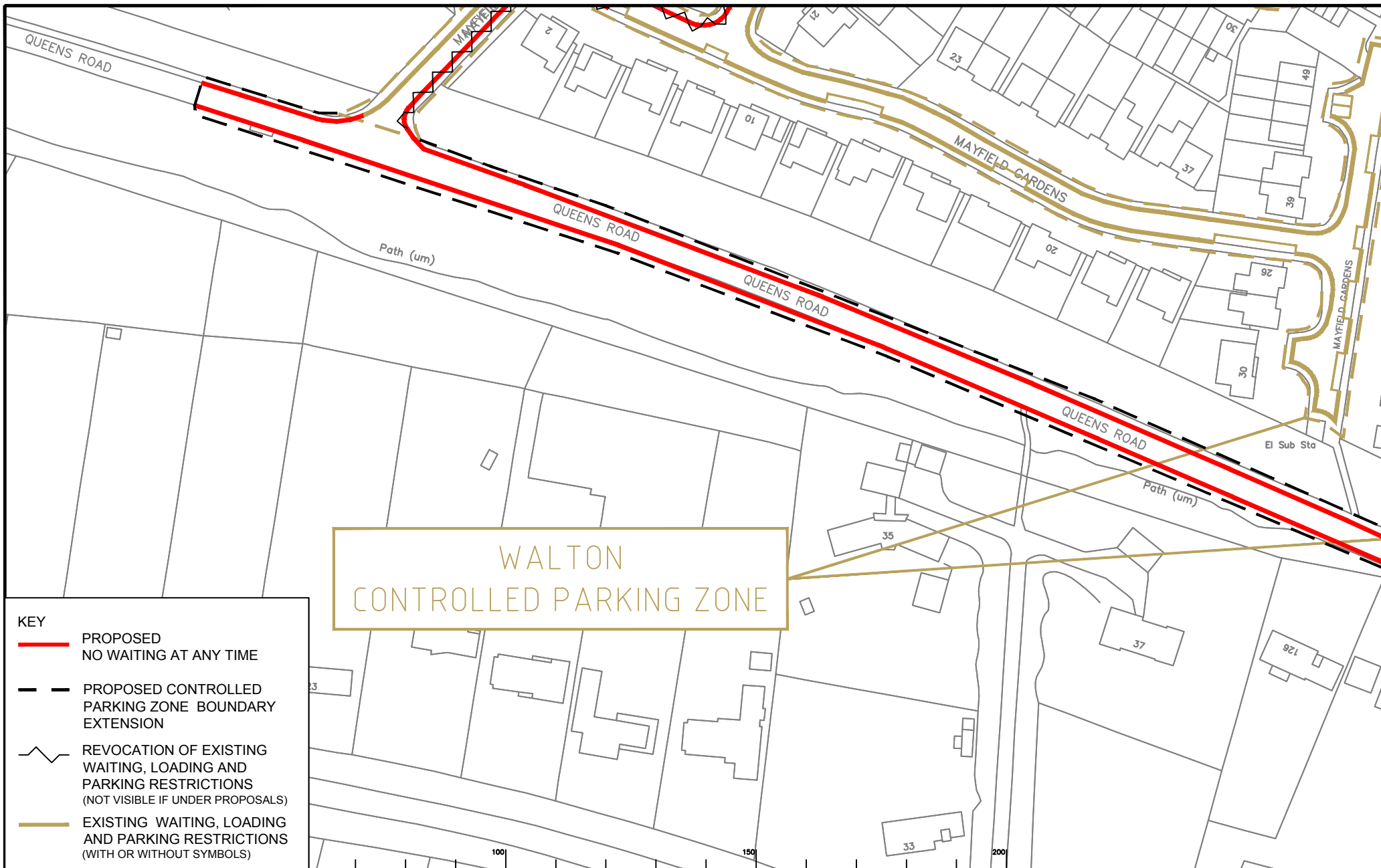




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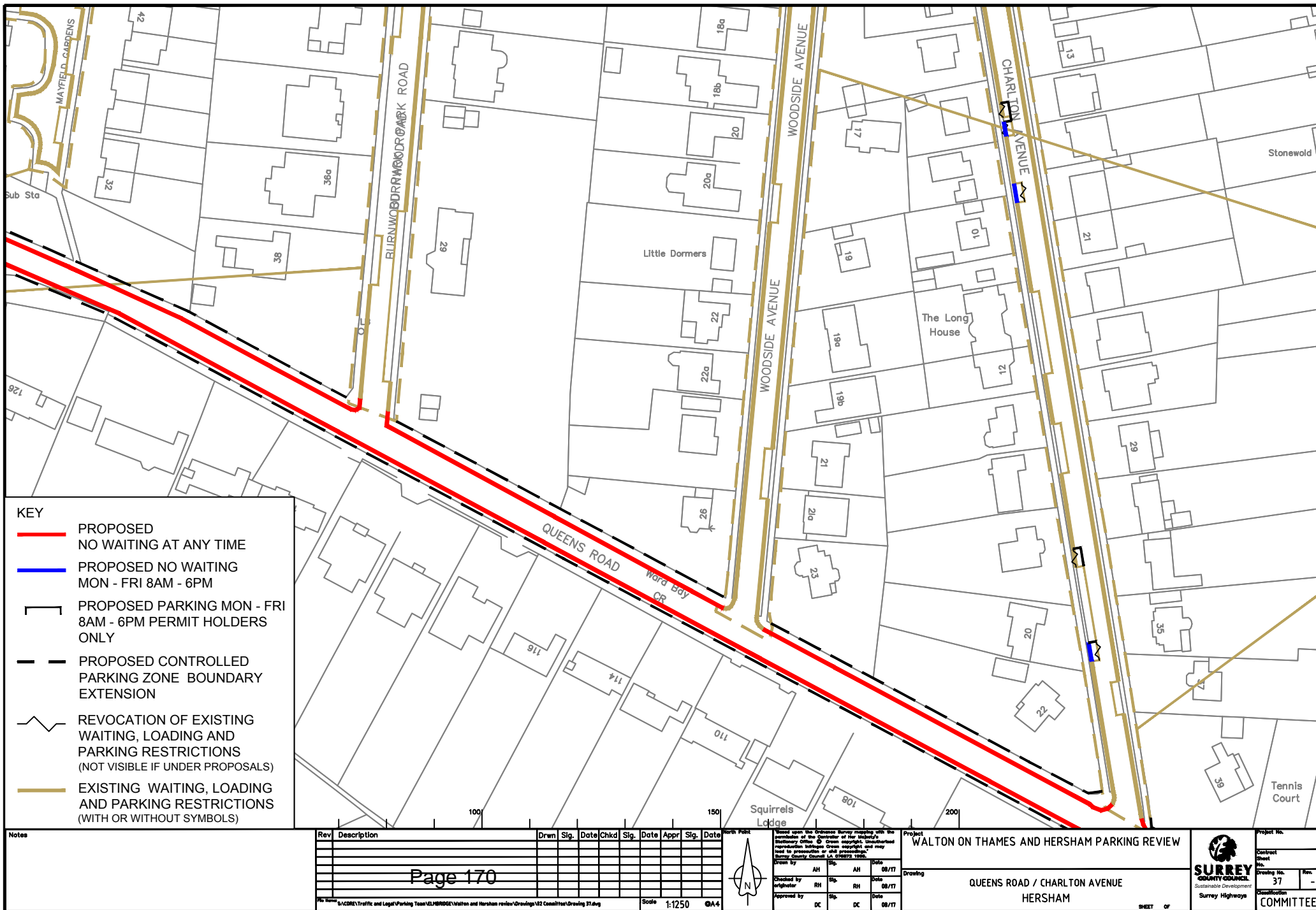
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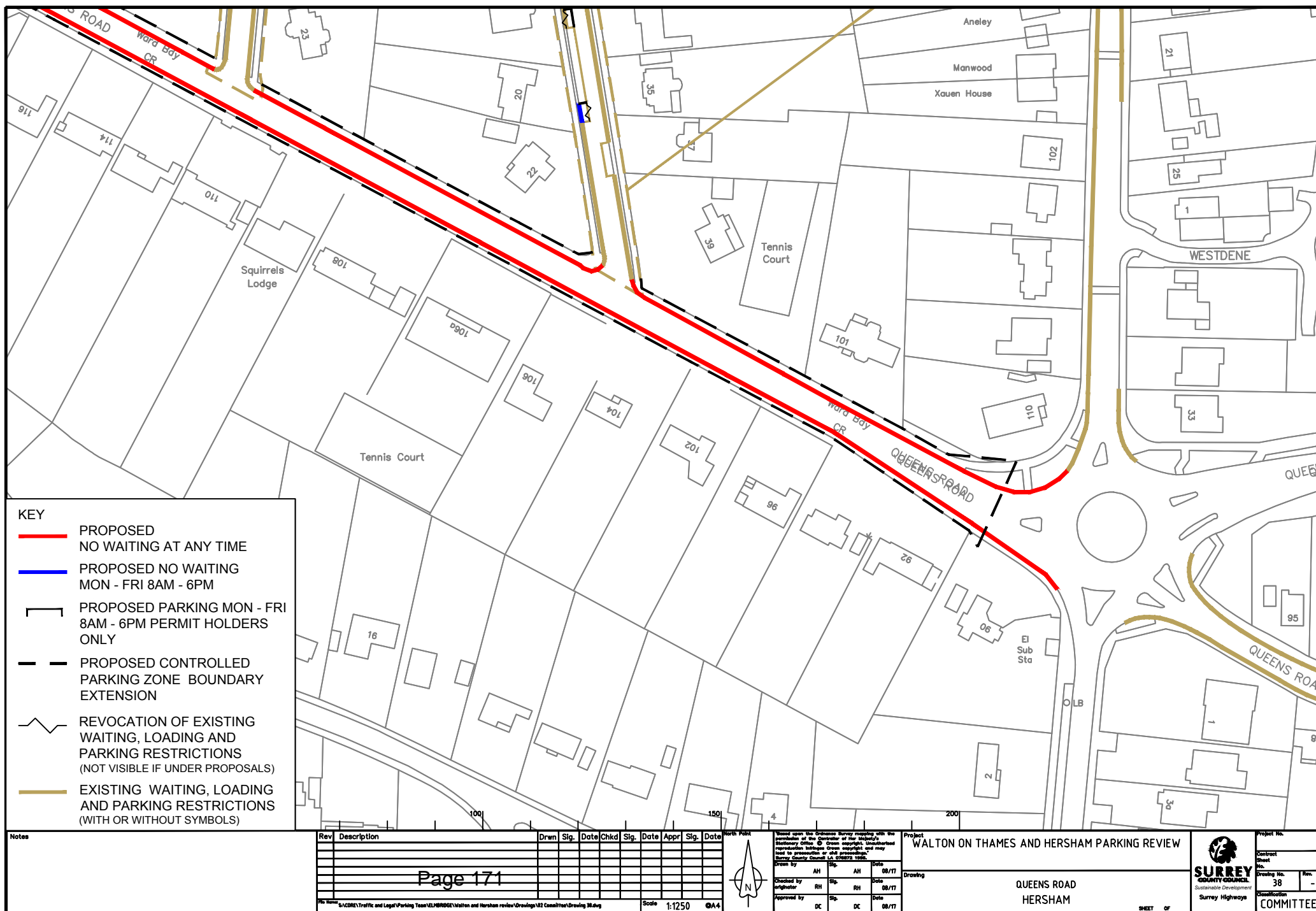
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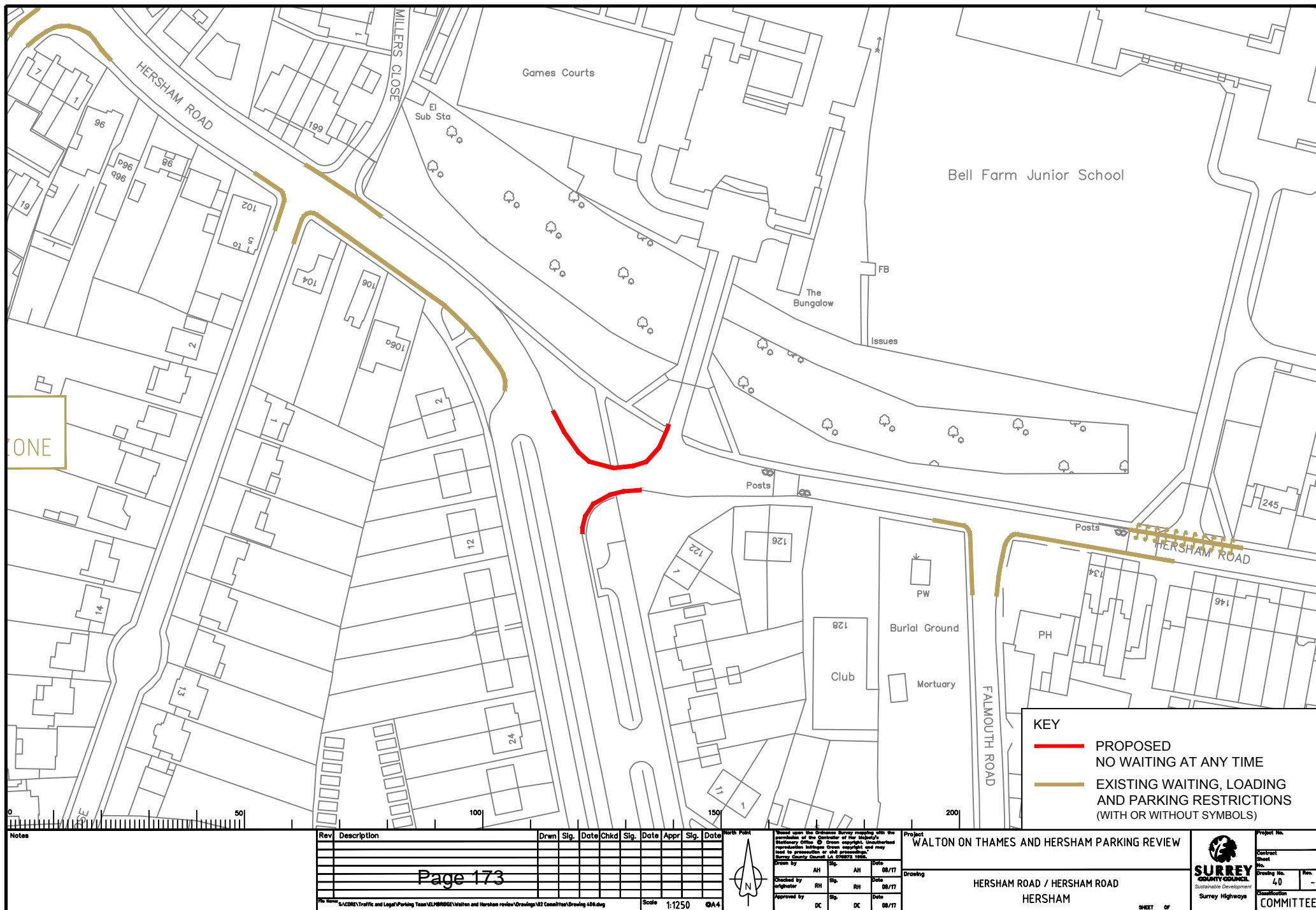
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Drawing	QUEENS ROAD HERSHAM

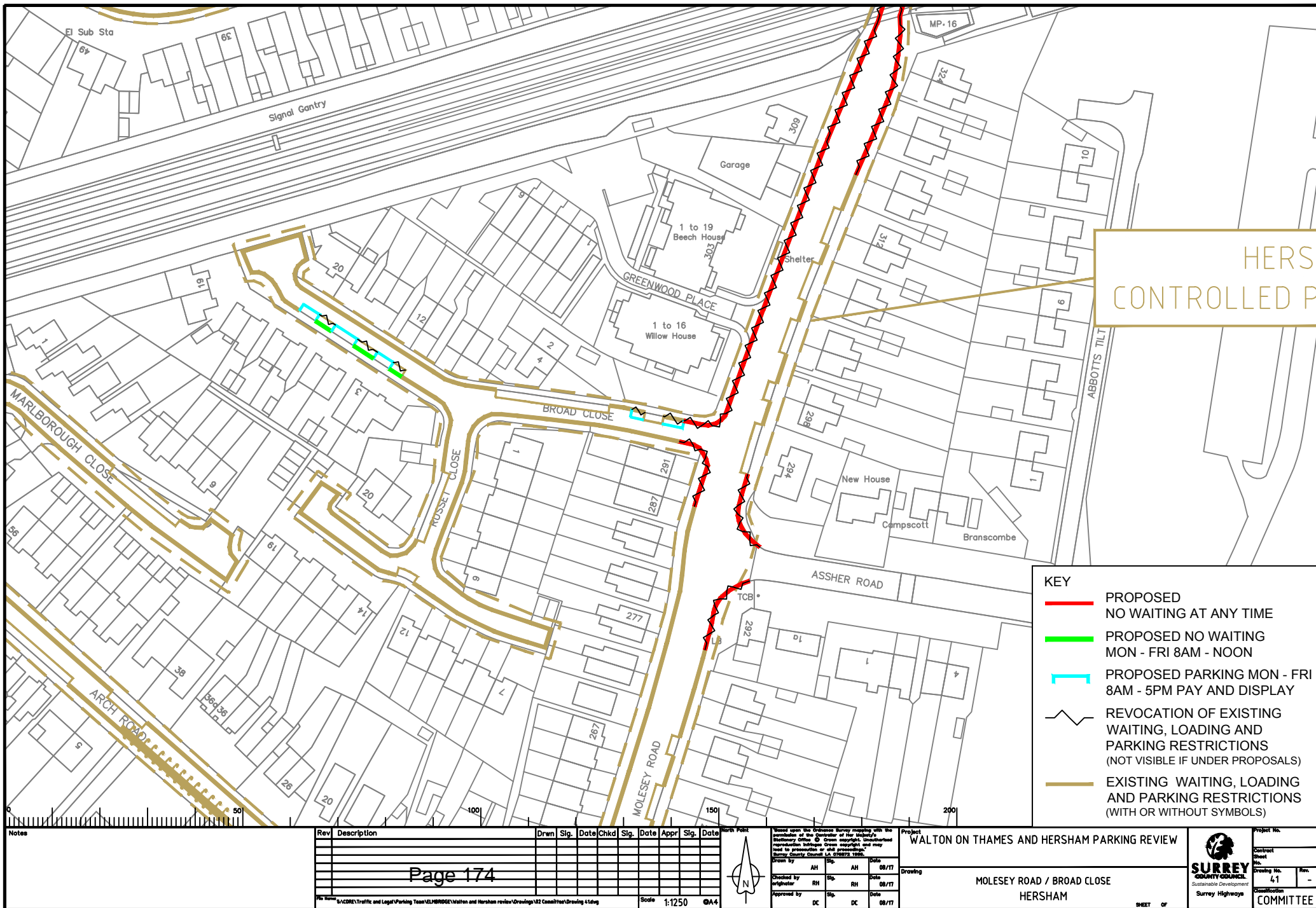
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Sustainable Development		COMMITTEE	

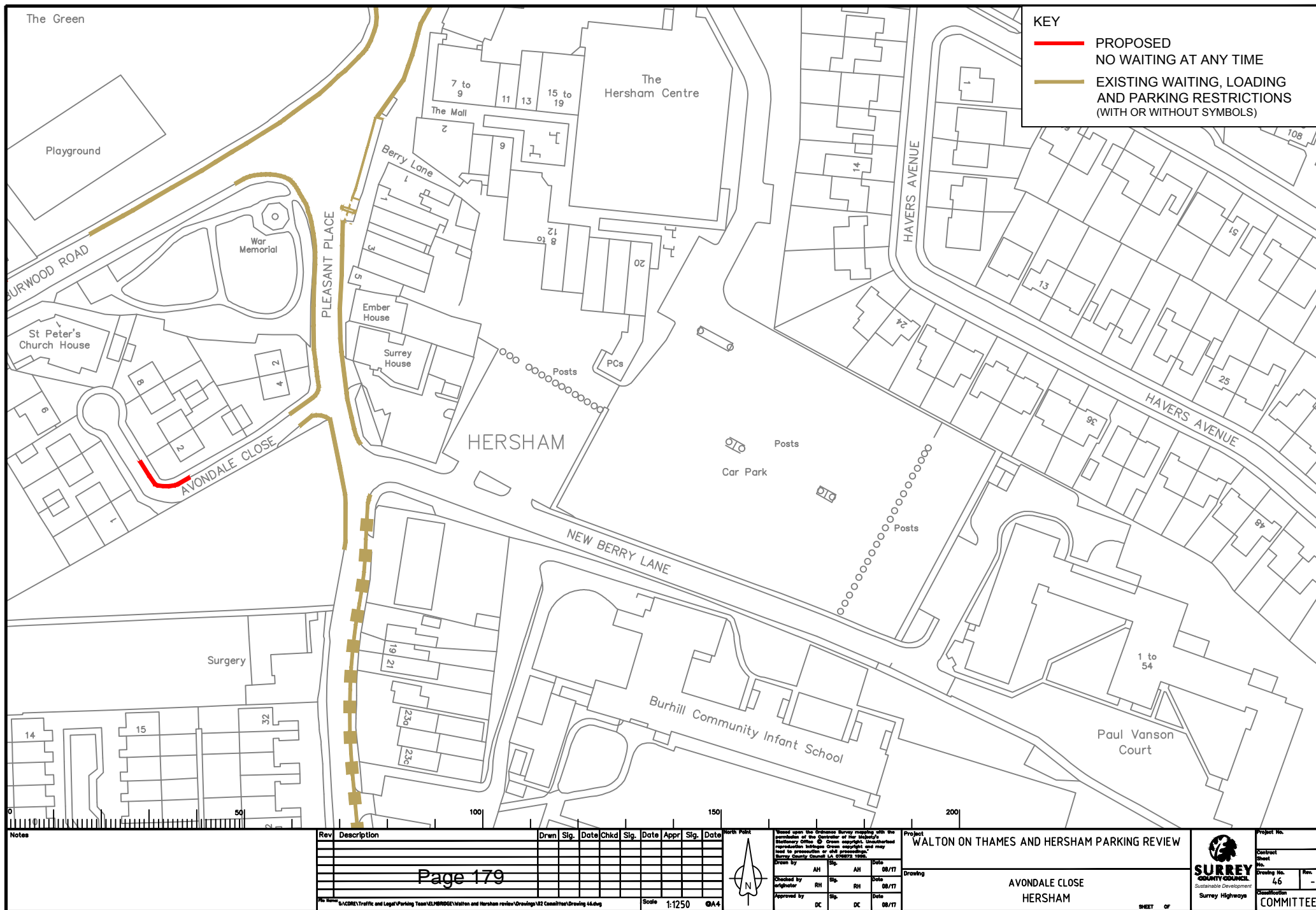
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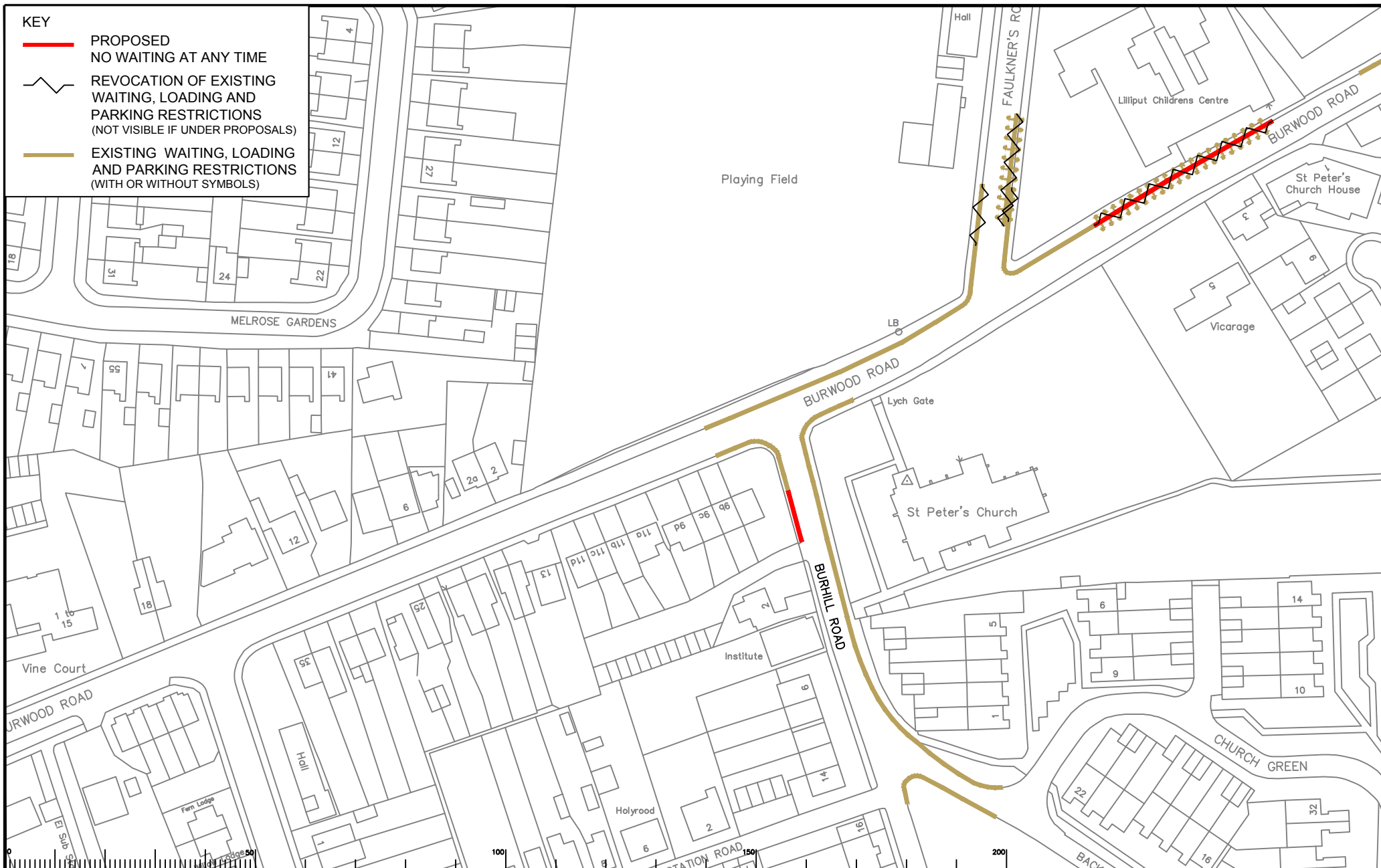








- KEY**
- PROPOSED NO WAITING AT ANY TIME
 - REVOCATION OF EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (NOT VISIBLE IF UNDER PROPOSALS)
 - EXISTING WAITING, LOADING AND PARKING RESTRICTIONS (WITH OR WITHOUT SYMBOLS)



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Project	WALTON ON THAMES AND HERSHAM PARKING REVIEW
Drawing	FAULKNER'S ROAD / BURHILL ROAD / BURWOOD ROAD HERSHAM

Project No.	Contract No.	Drawing No.	Rev.
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Page 181										

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North Point

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Project: WALTON ON THAMES AND HERSHAM PARKING REVIEW

Drawing: BURHILL ROAD (ACCESS TO CRANBOURNE CLOSE) HERSHAM

Scale: 1:1250

Sheet 48 of 48

Project No.

Contract No.

Drawing No. 48

Revision

Surrey Highways

COMMITTEE

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)

DATE: 14 September 2017



LEAD OFFICER: Adrian Harris – Engineer, Parking Project Team

SUBJECT: Future of parking reviews in Elmbridge

DIVISION: All

SUMMARY OF ISSUE:

To consider how future parking reviews within the borough will be undertaken.

RECOMMENDATIONS:

The committee decides how it wishes to review parking in Elmbridge in future.

REASONS FOR RECOMMENDATIONS:

The existing three year review cycle is drawing to a close and the future direction of parking reviews needs to be decided.

1 INTRODUCTION AND BACKGROUND:

- 1.1 At the meeting of 23 February 2015 the local committee agreed to adopt a new parking strategy for Elmbridge.
- 1.2 The new approach involves taking a longer term, more holistic and detailed look at parking and not just reacting to problems that have been brought to our attention, as was the case during reviews in previous years.
- 1.3 The aims of the strategy were to focus on providing parking, if possible, where it is needed. This included removing or amending existing restrictions. It will also look at introducing new controls if necessary.
- 1.4 As part of the new strategy, the committee agreed to carrying out more comprehensive reviews of different parts of the borough in turn on a three year rolling programme (from April 2015 - March 2018). This started with the Cobham area (including Stoke D'Abernon and Oxshott), followed by Weybridge in year 1, then the Moleseys and the Dittons, followed by Esher, Claygate and Hinchley Wood in year 2 and will finish with Walton and Hersham in year 3.
- 1.5 The current cycle ends at the end of June 2018. As such, the local committee may wish to consider how it would like to carry out reviews in future.

2 ANALYSIS:

- 2.1 A list of pros and cons of the process of the three year cycle is provided below.

Pros	Cons
Much greater level of engagement with borough and parish councillors/councils when developing proposals. This allows the county council to better understand of problems, and therefore to more easily identify priorities and design more appropriate solutions to those problems.	Cost of dedicated engineer is around £40,000/year which is funded by the committee's portion of the surplus from the on street parking account (approx. £212,000 in 2015/16 financial year).
Much greater level of engagement with the public due to preliminary informal consultation stage, and indeed through county and borough councillors who are better aware of the process and therefore more able to advise residents on the parking review process and progress.	Three year cycle means that it usually takes longer to look at individual problems as compared with previous cycle whereby every problem could be looked at every fifteen months. It is however, extremely rare for parking to be a contributor factor in accidents involving personal injury, and as such the relative safety risk of a longer cycle is low.
Considering smaller area within each review allows for better analysis of the 'big picture' within each town.	It is questionable how much value is added by running the 'informal consultation' exercise at the beginning of the review for each area. There are already a number of ways that residents can contribute to or initiate changes to

	parking controls in their street. This aspect of the process could modified (or removed) going forward.
Considering smaller area within each review makes management and implementation of each review easier and more efficient.	
Gives an opportunity to introduce schemes that are 'nice to have', which would ordinarily not rank as a high enough priority to proceed with under the previous cycle.	
Dedicated engineer means that the public, officers, and councillors have a sole point of contact with the council on this matter, and allows for a greater level of service than would otherwise be provided by the council's central parking team.	
Three year cycle means that adequate time is allowed between each review to allow previous proposals to 'bed in' and parking patterns adjust before the area is looked at again.	
Dedicated engineer means that if there are parking schemes that must be progressed urgently due to irrefutable safety concerns, the resource does exist to implement the schemes rapidly.	

2.2 A list of pros and cons of the strategy of the three year cycle is provided below.

Pros	Cons
Aims of strategy are admirable, i.e. seeking to find parking space where it is needed and to minimise schemes which cause displacement.	There is realistically only a finite amount of new parking space that can be found using only parking restrictions. Essentially this means removing yellow lines, and in most cases it is undesirable to do so. Some schemes where existing yellow lines have been removed under this cycle have faced significant opposition from residents – although have been successful from an engineering perspective.
Strategy ensures that schemes that could be considered unnecessary or unwarranted from an engineering perspective are easier to reject.	It is difficult to resolve parking problems without in most circumstances also causing some parking. If the county council resists introducing new controls on the basis of 'displacement', this does not resolve the problems that residents are complaining about.

2.3 Although it is neither a 'pro' nor a 'con' of this strategy, in many areas (particularly Weybridge) one of the conclusions from the detailed study was that there is a need for more off street parking (i.e. car parks) which parking reviews cannot provide.

3 OPTIONS:

- 3.1 This paper is intended as a discussion paper, and as such it is not necessary for the committee to make a final decision on this matter at this meeting. However, the options going forward, are:
- To 're-commission' the parking strategy and/or three year cycle 'as is'.
 - To 're-commission' the parking strategy and/or three year cycle with modifications to either approach or objectives.
 - To return to the previous review cycle whereby the whole borough is reviewed on a fifteen month basis, with a dedicated engineer.
 - To return to the previous review cycle whereby the whole borough is reviewed on a fifteen month basis, without a dedicated engineer.

4 CONSULTATIONS:

- 4.1 None.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 Cost of dedicated engineer is around £40,000/year which is funded by the committee's portion of the surplus from the on street parking account (approx. £212,000 in 2015/16 financial year). This money could otherwise be spent elsewhere.

6 EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 No significant implications arising from this report.

7 LOCALISM:

- 7.1 As identified in table 2.1.

8 OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
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

9 CONCLUSION AND RECOMMENDATIONS:

- 9.1 The committee decides how it wishes to review parking in Elmbridge in future.

10 WHAT HAPPENS NEXT:

10.1 Parking reviews will be taken forward as decided by this committee.

Contact Officer:

Adrian Harris, Engineer, Parking Project Team
Tel: 0300 200 1003

Consulted:

None.

Annexes:

None.

Sources/background papers:

Local Committee report 23 Feb 2015 Item 12/15 - Elmbridge parking strategy

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Elmbridge Local Committee Decision Tracker

This Tracker monitors progress against the decisions that the local committee has made.

NB. Once actions have been reported to the committee as complete, they are removed from the tracker.

Meeting Date	Item	Decision	Due By	Officer	Comment or Update
7 December 2015	10	Map Modification Order for Turners Lane & Burhill Road made, be advertised & be submitted to the Secretary of State.	Early Summer 2017	Dan Williams	The order was advertised, but as 2 objections were received it now needs to be referred to the Secretary of State for determination. Due to a small process error the legal order needed to be re-advertised (Due date amended). Confirmation of order may not be until Spring 2018 as an Inquiry is likely to be considered necessary by Secretary of State.
27 June 2016	13	Changes to parking restrictions in Weybridge to be advertised and implemented.	April 2017 (Implementation)	Adrian Harris	Implementation completed by 11 August 2017. Complete
3 October 2016	6b	To amend school keep clear markings at pedestrian entrance outside St Lawrence Junior School	Late 2017	Adrian Harris	This will be taken forward alongside the Dittons and Moleseys parking review. Advertised 18 August, with objection period lasting until 22 September.
3 October 2016	11	Changes to parking restrictions in the Moleseys and the Dittons to be advertised and implemented.	Late 2017	Adrian Harris	These proposals have been modified following LC decision to revisit East Molesey permit scheme petition. Revised proposals advertised 18 August, with objection period lasting until 22 September.



27 February 2017	6	Ensure Silverdale Ave, Oxshott is included in next Cobham/Oxshott parking review	Early 2018	Adrian Harris	This will be considered as part of the next review due to begin early 2018 (depending on LC decision on future parking strategy).
27 February 2017	10	Install bus clearways in Effingham Rd, Long Ditton	Summer 2017	Mark Borrett	Letters are being drafted for residents to notify them of proposals.
27 February 2017	12	Changes to parking Restrictions in Esher, Claygate & Hinchley Wood to be advertised and implemented.	Late 2017	Adrian Harris	Advertised 18 August, with objection period lasting until 22 September.
26 June 2017	7	<ul style="list-style-type: none"> Resident parking to be considered in Felcott Road and Close as part of the Hersham parking review. Sustainable travel team to work with Royal Kent CofE School to look at improving safety in the area. Subject to outcome of work above to consider whether a feasibility study is appropriate. Triangle area to be added to the list of potential projects held for the Committee to consider. Consider installing advisory no HGV signs in Triangle area. 	September 17 September 17 Autumn 2017 July 2017 Summer 2017	Adrian Harris Ed Cowley Peter Shimadry Peter Shimadry Peter Shimadry	Recommendations will come to the September Local Committee. Complete The team has contacted the petitioner. Complete Awaiting discussions with sustainable travel team on the outcomes of their work. Added to list. Complete A sign and fixing would cost approx. £80 if a suitable fixing point is available. If a post is required this would be an additional £170 approx. Funding would need to be identified by the Committee.
26 June 2017	11	<ul style="list-style-type: none"> To introduce bus stop 	Autumn 2017	Nick Healey	

		clearways in Ambleside Avenue, Walton on Thames, and in Milbourne Lane, Esher. <ul style="list-style-type: none"> • Reassess parking proposals in roads in the vicinity of Hampton Court Station 	Autumn 2017	Adrian Harris	Discussions on this to begin in December 2017.
26 June 2017	12	Bids to be invited for £3,000 community safety funding.	29 September	Nicola Morris	Relevant organisations have been notified of bid process. One bid received so far.
26 June 2017	13	The cost of burning off redundant school keep clear markings to be investigated	September 2017	Peter Shimadry	Two main methods are shot blasting and hydro blasting and will depend on the road surface and location. The minimum costs are £1260 and £3590 respectively based on rates per day so work would need to be batched to maximise efficiency and value. Complete

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