
Shaping Elmbridge A New Local Plan



Infrastructure Delivery Plan

August 2019



Elmbridge
Borough Council
... bridging the communities ...

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Introduction

- 1.1 Elmbridge Borough Council (EBC) is in the process of preparing a new Local Plan that sets out the spatial strategy for the Borough over the period 2020–2036. It will bring forward sustainable growth in response to objectively assessed needs for development whilst taking account of constraints.
- 1.2 Due to national changes, the 225 homes per year target set by the Elmbridge Core Strategy 2011 is now out of date. In the absence of a up to date target, the Borough's housing delivery, land supply and infrastructure needs are calculated using the Borough's identified local housing need figure. The local housing need figure for Elmbridge is calculated using the national standardised methodology as set by the Government. This indicates a current need for 623 new homes per year (August 2019). It is important to note that the needs figure is not a target, rather a starting point for plan-makers as it does not take into accounts constraints. The new Local Plan will include a new housing target.
- 1.3 A key component of the work is to take account of any potential shortfalls in existing infrastructure provision and to plan for any additional requirements that may arise because of future growth. This will be achieved through the Infrastructure Delivery Plan (IDP) which will sit alongside the Local Plan as an evidence base document.

Purpose of the Infrastructure Delivery Plan

- 2.1 The purpose of the IDP is to provide background evidence as to the key elements of physical and social infrastructure likely to be needed in the Borough up to 2036 to support delivery of the emerging Elmbridge Local Plan. This document will be used to support the Options Consultation August 2019.
- 2.2 This IDP identifies the current baseline in relation to existing infrastructure in the Borough. It also identifies main areas of responsibilities and where possible, details of planned provision and provision required as a result of the Local Plan. As far as possible, the IDP has been prepared with the involvement of relevant stakeholders. The IDP is based on information that the Council has managed to obtain from a range of sources including meetings with stakeholders, feedback received during previous consultations (Pre-2018) and through direct stakeholder consultation during May – October 2018.
- 2.3 The IDP is a 'live' document providing an informed 'projection' based on information provided by the infrastructure providers themselves at that point in time. The information within the IDP is not based on perceptions or interpretations of Council officers. It is based on factual data and professional opinion provided by the relevant infrastructure providers using their own assessment methodologies and mitigation requirements.

- 2.4 The IDP draws from a range of sources and is not meant to replicate, reproduce or interrogate the evidence base from which the data is taken. The IDP is only required to outline the infrastructure necessary as assessed by the relevant provider.
- 2.5 The IDP is a technical background paper and does not require public consultation, although it will form part of the Local Plan Examination in Public.
- 2.6 The Council recognises that infrastructure demands can change quickly and that the IDP will need regular updates and continued dialogue with the relevant infrastructure providers. Therefore, the IDP will be updated on a regular basis in line with the below stages of Local Plan preparations:
 - IDP Baseline Update August 2019
 - Pre- Regulation 18 Consultation
 - After Regulation 18 Consultation
 - Pre- Regulation 19 Submission
 - Post adoption on an annual basis
- 2.7 The above stages are based on the Local Plan timetable and are indicative only and may be subject to change. The IDP should always be read in conjunction with the EBC Local Plan Evidence Base and any updates to the programme at: elmsbridge.gov.uk/planning/planning-policy/progress-on-the-new-local-plan

Policy Context – National Guidance

- 3.1 In March 2018 the Government published its draft revised National Planning Policy Framework (NPPF), which built upon the previous consultations. The draft also sought to incorporate changes to planning policy implemented through Written Ministerial Statements since the publication of the NPPF in 2012 as well as the effects of case law. This was followed with the publication of the revised NPPF in July 2018.
- 3.2 Different elements of infrastructure, for example transport and green infrastructure, are dealt with in various parts of the Revised NPPF. It states that Local Planning Authorities should set out the strategic priorities for the area in the Local Plan, including:

" infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
community facilities (such as health, education and cultural infrastructure); ..." (Para 20)

The Revised NPPF includes some requirements for Local Plans and planning policies, including:

" Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan. " (Para 34)

3.3 Planning Practice Guidance provides further guidance on several relevant subjects, including Local Plan preparation, the Duty to Cooperate, viability and the use of planning obligations. It also provides more detailed guidance on the Community Infrastructure Levy.

3.4 The Community Infrastructure Levy (CIL)

CIL legislation was introduced in 2010 and is a charge that can be levied on new development to help to pay for infrastructure that is needed to support the impact of development in an area. The charge is set by a local authority through the preparation and adoption of a CIL Charging Schedule. Once in place, CIL largely replaces the use of section 106 (S106) developer contributions, although these can still be used, for site-specific infrastructure and to provide affordable housing.

3.5 The Council is aware that the Government intends to review and update the CIL regulations and the use of S106 and pooling. It is not the role of the IDP to evaluate these mechanisms, however any changes will be monitored and adopted by the Council.

Wider Regional Context

4.1 Paragraph 24, 26 and 27 of the NPPF sets out how Local Planning Authorities should plan strategically across boundaries and prepare and maintain statements of common ground. The NPPF states that public bodies have a duty to cooperate on planning issues that cross administrative boundaries, this includes cooperation on matters including the water supply, waste, transport, flooding and healthcare provision.

4.2 It is therefore important to consider the delivery of infrastructure in the wider context and the role of delivery agencies who cover much wider areas, rather than in isolation within the administrative boundaries. It is also important to recognise that in many cases, the Council is not directly responsible for delivering infrastructure and the Council must work closely with other organisations and companies. This includes recognising that local perception of infrastructure needs are not always shared by the infrastructure providers. The Council will work closely with all stakeholders on cross-boundary issues and will work with Surrey County Council (SCC).

Local Plan Update 2018-2021

5.1 To date the Council has carried out a considerable amount of work in preparing its new Local Plan. A Strategic Options consultation (Regulation 18) was published in

December 2016 which outlined initial options of how the Council could respond to the challenge of addressing Elmbridge's housing need.

- 5.2 An updated Local Development Scheme published in November 2017 was prepared following the Housing White Paper 'Fixing our Broken Housing Market' which was published in February 2017 and the confirmation of the timetable for the publication of the draft revised NPPF. The timetable anticipated that the next stage in the Local Plan preparation, a Preferred Approach to Spatial Strategy and Policies consultation would commence July- September 2018.
- 5.3 However, delivery was dependent on central Government publishing the update to the NPPF (including the Standard Method (SM) for housing need) and the capacity of our external delivery partners to help in the preparation of key evidence base documents.
- 5.4 The final version of the revised NPPF was published on 24 July 2018. This included the confirmation of the national standardised methodology (SM) for calculating local housing need, as well as the expected changes to affordable housing policies. The Council has been able to fully consider the implications of the changes and has published a new Local Development Scheme (LDS) with a revised timetable for taking forward the Local Plan over the next three years (2018-2021).

IDP Update

- 6.1 Following confirmation of the Governments direction with the revised NPPF, the introduction of the SM and the progress of the evidence base, the Council is now able to update the IDP for this stage of the Local Plan preparation. Although the Council is not yet able to consult on the exact location of sites and quantum of development, the update seeks to provide an initial understanding and establishing a baseline for the current infrastructure needs/requirements. The Council has also taken a 'worst case scenario' and has asked infrastructure providers to consider the impact of 612 (correct at time of consultation, figure has now increased to 623) dwellings being delivered every year during the plan period across the existing urban area.
- 6.2 The Council and infrastructure providers recognise that this approach will need to be looked at again once the location and number of sites and anticipated homes are known. This work will be carried out for the next stages of the Local Plan preparation. However, by carrying out the current exercise the Council and infrastructure providers can establish the current baseline and anticipate any trends which may emerge when the location of the final sites is known. This next update of the IDP will give a far more detailed position on infrastructure and will focus on infrastructure costs and delivery.

Education

- 7.1 Education provision within the Borough is the responsibility of SCC, who have a statutory duty to ensure there are sufficient school places in the county to meet

demand for school and further education places. It is the role of the SCC to plan, organise and commission places for all state-funded schools in Surrey in a way that raises standards, manages rising and declining pupil numbers and creates a diverse school community.

7.2 The following tables outline the types of infrastructure, lead organisation, known and planned provision, Local Plan impact/future provision and the key evidence base:

Table 1.

Infrastructure Type	Primary Education
Lead Responsibility	SCC
Current Provision	<p>The highest recorded birth year in the Borough was 2010 and additional school places were provided to address the peak years (2006-2015). These places were provided by a mix of temporary (bulge classes) and permanent school expansions so many of the new places still exist.</p> <p>The current forecast suggests that there may be up to three surplus forms of entry in Reception classes in September 2019 across the Borough; rising to almost six forms of entry in 2020. This equates to approximately 180 spare places. However, there are local variations in the six primary planning areas and Walton and Hersham are areas where there are sufficient places but little room for further growth. The Dittons, Claygate and Hinchley Wood, along with The Moleseys and Weybridge all have plenty of capacity based on the current housing trajectory and birth data.</p>
Known Planned Provision	<p>The birth rate has fallen significantly in Elmbridge and, after 5 years of a steeply rising trend, in 2016 reversed back to 2005 levels. SCC expect to receive the 2017 birth data imminently which will likely show a further drop. This has contributed to a fall in demand for primary school places in 2018 and 2019 and this trend will continue.</p> <p>As there is currently a surplus of places there are currently no expansions planned.</p>
Local Plan Impact/Future Provision	<p>SCC have modelled three scenarios based on a new housing trajectory of an additional 600 houses per year for the next ten years. These scenarios were based on their own modelling and not guided by EBC in terms of location.</p> <p>Scenario a. 600 new dwellings of indeterminate size spread evenly across all wards in Elmbridge. This would not require SCC to provide any more primary places. This is because the additional housing would still leave sufficient places within the current Planned Admission Number (PAN) of 1630 and still have a small amount of surplus capacity. This model assumes no change on the previous three-year trend</p>

	<p>i.e. stable birth rates, same level of inward and outward migration. The model has been run to determine resident based demand i.e. number of children living in the Borough and also school-based demand i.e. overall number of places required in all primary schools across the Borough.</p> <p>Scenario b. 100 new houses per year in The Dittons planning area and 500 houses per year spread evenly across the Borough. This scenario results in no requirement to provide additional primary places. Total Borough PAN is sufficient to meet the forecast demand. The same provisos apply to trend and birth rates.</p> <p>SCC also looked at the impact on the individual primary planning areas: in the Dittons this scenario would yield 5-8 additional pupils in Reception each year and a maximum of 30 extra pupils each year spread across all year groups.</p> <p>On this basis there would be no need for additional permanent places as SCC could add a bulge class into one school in some years depending on the parental preferences and the overall Borough demand.</p> <p>Scenario c. 100 new homes per year in the Cobham and Downside planning area and 500 houses per year spread evenly across the Borough. In this scenario there is no requirement to provide additional primary places in terms of the overall Borough capacity as the combined Borough PAN is sufficient to meet the forecast demand. (The same assumptions have been made about migration trends and birth rates.)</p> <p>However, when SCC look at the impact on the individual primary planning areas the only area that is impacted is Cobham, for the reasons set out above. This scenario suggests that SCC would probably consider a school re-organisation project within the existing Cobham schools to provide a small number of additional places, including more junior places. Again, this can be sustained in the existing schools.</p> <p>EBC will continue to consult once the exact location and number of new developments is known.</p>
Key Evidence Base	Direct consultation with SCC

Table 2.

Infrastructure Type	Secondary Education
Lead Responsibility	SCC
Current Provision	<p>The larger school years that passed through the primary sector began to reach secondary schools in 2012. SCC were able to meet the initial rising demand by utilising the surplus capacity that was available in the existing secondary schools. In addition to this the Cobham Free School expanded to provide a number of secondary places, Esher High School expanded by 2 (Forms of Entry) FE and the former Rydens Enterprise School was rebuilt as the expanded 10 FE Three Rivers Academy.</p> <p>With regard to secondary school provision, there are currently just sufficient places to meet the forecast demand for the next two years. It is known that there are plans for a new Free School in Walton and also that the Cobham Free School will expand slightly when it is able to access its new site at Munroe House. The demand over the next ten years can be met fully by these two planned expansions of places. The new Free School, with a capacity for 6 FE, may provide a cushion of up to 2 FE (60 spare places) across the area for this period.</p>
Known Planned Provision	<p>There is one more planned project that will add capacity into the Borough: this is the new Heathside Walton Free School, planned to open in September 2020. This will bring the net secondary PAN to 1236 by 2020.</p> <p>The forecast demand for secondary places indicates that, with the addition of the new 6 FE Free School and a planned expansion of the PAN at Cobham Free School (from 78 to 96), there will be a sufficiency of places from September 2020 through to 2027.</p>
Local Plan Impact/Future Provision	<p>The effect of 600 new dwellings spread evenly (the only relevant scenario as there is only one secondary planning area which is coterminous with the Borough boundary) is that from 2021 SCC predict a 3 FE shortage of places i.e. up to 90 additional Year 7 places required, which can be created in the existing schools. Additional places in other year groups can be provided from within the existing capacity across the Borough.</p> <p>EBC will continue to consult once the exact location and number of new developments is known.</p>
Key Evidence Base	Direct consultation with SCC

Table 3.

Infrastructure Type	Further Education
Lead Responsibility	SCC
Current Provision	<p>Under the Raising the Participation Age legislation, all young people have a duty to continue in education or training until their 18th birthday. They have a choice of remaining in full time education; undertaking an apprenticeship, traineeship or supported internship; if they are employed or volunteering (for 20 hours or more per week), enrolling in accredited part time education or training. Young people will also be considered to be meeting the duty where they are participating in approved activities designed to enable them to progress to one of the options listed above.</p> <p>The further education market within the Borough consists of three state funded school sixth forms (Heathside School, Hinchley Wood School, Three Rivers Academy), one special school sixth form (Walton Leigh School), one general further education college (Brooklands College), one sixth form college (Esher College) and one training provider (SCL's Metropolitan Police FC Academy). As well as full-time further education, Brooklands College also offer higher education and deliver training for a range of apprenticeships.</p>
Known Planned Provision	<p>Brooklands College has set out the intention for the Campus to be redeveloped to provide new high-quality facilities which benefited from planning permission in 2008 under reference: 2008/1003.</p> <p>However, the Learning and Skills Council withdrew funding which shelved the redevelopment plans at the time. Since this time, little has change for the College, with the continued desire to regenerate the site and source additional opportunities of funding to deliver the high-quality facilities that are required remain a key priority for them. EBC will continue to monitor the situation and update the IDP as required.</p> <p>Cobham Free School is due to open its Sixth Form at Munro House September 2019.</p>
Local Plan Impact/Future Provision	<p>An increasing proportion of young people are choosing to continue their learning in the workplace, this is reducing the demand on physical sites dedicated to teaching and learning. As a result, most further education providers in Surrey have experienced reduced funding contracts but have spare capacity and potential growth. Considering this</p>

	it is likely that existing provision will accommodate any population growth between 2018 and 2026. EBC will continue to consult once the location and exact number of new developments is known.
Key Evidence Base	Direct consultation with SCC and Brooklands College

Health Infrastructure

8.1 The Health and Social Care Act 2012 led to a number of changes within the NHS. Clinical Commissioning Groups (CCGs) were formed to commission most of the hospital and community NHS services in a local area. CCGs are overseen by NHS England, which retains responsibility for commissioning primary care services such as GP and dental services, as well as some specialised hospital services. They are clinically led groups, which include all GP practices in their area, meaning that local health professionals have an input to the healthcare commissioned for patients in their area. This is to ensure the infrastructure required is based on expert local understanding and comes directly from the NHS.

Services CCGs commission include:

- Most planned hospital care
- GP Surgeries/Dentists
- Rehabilitative care
- Urgent and emergency care (including out of hours)
- Most community health services
- Mental health and learning disability services

8.2 Following the Health and Social Care Act 2012, Surrey County Council became responsible for a number of Public Health functions (2013):

- Health improvement for the population of Surrey – especially for the most disadvantaged.
- Providing information and advice to relevant agencies (including schools and care homes) to ensure all parties respond effectively to protect the health of the local population. This duty supports Public Health England, the agency who leads the local health protection response. Health protection issues can include flooding and threats of infectious diseases such as measles, meningitis and TB.

8.3 The following tables outline the types of infrastructure, lead organisation, known and planned provision, Local Plan impact/future provision and the key evidence base:

Table 4.

Infrastructure Type	Primary Health Infrastructure
Lead Responsibility	Surrey Downs CCG - covers GP practices in Cobham, Esher, Dittons and Molesey along with Ashtead, Bookham, Epsom, Banstead and Dorking

	North West Surrey CCG – covers GP practices in Walton, Weybridge and Hersham along with other practices in Woking, Runnymede and Spelthorne.
Current Provision	The Borough has 3 Community Hospitals at Cobham, Molesey, Walton and Weybridge (subject to rebuild after fire), 2 health centres within Walton and Weybridge, hospitals and 30 GP practices.
Known Planned Provision	<p>Future developments in healthcare will consolidate and expand existing sites or replace existing sites with new larger facilities on either NHS owned property or on development sites provided by GP practices.</p> <p>Consolidation will result in efficient use of land for healthcare and may reduce the land requirements of the health service. The details of any expansions can not be shared at this time.</p>
Local Plan Impact/Future Provision	<p>Based on the 612 dwellings per annum figure provided, the CCG project this to equate to 13.2 new full-time equivalent GPs required by 2036.</p> <p>The CCGs also request future funding through CIL or Section 106 agreements when future facilities can be developed.</p> <p>The CCGs also request the Council assist in allowing future developments to be built in any future identified locations and allow the expansion of existing facilities wherever possible.</p> <p>EBC will continue to consult once the exact location and number of new developments is known.</p>
Key Evidence Base	Direct consultation with CCGs

Transport Infrastructure

- 9.1 Transport infrastructure covers a wide range of infrastructure including, Strategic and Non-Strategic road networks, trains, buses, cycling and walking. EBC is not the transport authority as this responsibility falls to SCC who oversee all these infrastructure types on behalf of and in consultation with EBC. SCC have published the Local Transport Strategy (LTS) 2014 which outlines all the Transport Infrastructure currently required. The LTS will be updated once the location and exact number of new developments is known.
- 9.2 The following tables outline the types of infrastructure, lead organisation, known and planned provision, Local Plan impact/future provision and the key evidence base:

Table 5.

Infrastructure Type	Strategic Road Network
Lead Responsibility	Highways England (HE) is responsible for the operation and stewardship of the strategic road network (SRN) in England on behalf of the Secretary of State for Transport.
Current Provision	The M25 circumnavigates the Southern and Western boundaries of the Borough.
Known Planned Provision	M25 Junction 10/A3 Wisley Interchange Improvement Scheme, the details are set out in Appendix A.
Future Provision/Local Plan Impact	The Council is currently undertaking a Highways Assessment (HA) in consultation with SCC and HE, which will look at the impacts of the Local Plan development on the Strategic Road Network and share modelling information with HE. When this work is complete any required future provision will be updated. EBC will continue to consult once the exact location and number of new developments is known.
Key Evidence Base	Direct consultation with Highways England EBC Highways Assessment – Not yet Published

Table 6.

Infrastructure Type	Local Road Network
Lead Responsibility	SCC is the local Highway Authority for EBC, and is responsible for the maintenance, management and improvement of all publicly adopted highways.
Current Provision	Main Networks: <ul style="list-style-type: none"> • A244 which runs from Walton Bridge, through Walton, Hersham and Esher to the A3, and then continuing southwards to join the M25 at junction 9. • A309 which runs from Hampton Court, through the ‘Scilly Isles’ at Weston Green, and then on through Hinchley Wood to join the A3 at Ditton Hill. • A245 which runs from Byfleet in the west and Stoke D’Abernon through Cobham to join the A3 at Painshill. • A317 which runs through Weybridge town centre, through Addlestone, to join the M25 at junction 11.
Known Planned Provision	The Local Transport Strategy (LTS) 2014 sets out the planned highway network upgrades in Elmbridge. These schemes are set out in Appendix A.
Future Provision/Local Plan Impact	The Council, in consultation with SCC has commissioned a Highways Assessment to inform the emerging Local Plan. This assessment will utilise the SCC Transport Model and will be split into the following stages:

	<ul style="list-style-type: none"> • Stage 1 – 2031 Do Minimum (with committed development but without Local Plan allocations) • Stage 2 – 2031 Do Something (with committed development and Local Plan allocations but no mitigation) • Stage 3 – 2031 Transport Mitigation (with committed development and Local Plan allocations and transport mitigation) <p>The purpose of Stage 3 is to identify the transport mitigation measures necessary to accommodate the planned growth or to highlight where growth is not possible. This builds on the results from Stages 1 and 2 which will highlight those locations where significant or severe impacts are likely to occur. Any future provision required as a result of the Local Plan, will be included in the updated IDP, and SCC will update the Elmbridge Local Transport Strategy and Forward Plan.</p> <p>EBC will continue to consult once the exact location and number of new developments is known.</p>
Key Evidence Base	<p>EBC Highways Assessment – Not yet Published</p> <p>The Local Transport Strategy (LTS) 2014 - surreycc.gov.uk/roads-and-transport/policies-plans-consultations/transport-plan</p>

Table 7.

Infrastructure Type	Rail
Lead Responsibility	SCC as the Transport Authority works in partnership with Network Rail and the train operators, to ensure that the county has the rail infrastructure needed for sustainable economic growth and to identify proposals for improvements that partners in Surrey can plan and deliver; a rail strategy has been developed.
Current Provision	<p>The principle train lines operating in the Borough are the London Waterloo – Woking line and the London Waterloo – Guildford line. There are additional services to Hampton Court and from Weybridge to Waterloo via Staines. Within Elmbridge many stations are located outside of towns, requiring an initial car journey to be made by many rail users.</p> <p>The final version of the Surrey Rail Strategy was published in September 2013 following an extensive consultation process. SCC and partners are working with the rail industry to implement the strategy and deliver an improved rail service for Surrey residents.</p>

Known Planned Provision	The Local Transport Strategy (LTS) 2014 sets out the planned Rail upgrades in Elmbridge. These schemes are set out in Appendix A.
Local Plan Impact/Future Provision	<p>SCC are aware of the 612 dwellings that may be added to EBC every year and will incorporate the impacts of this into the LTS when the exact locations are known. The planned provisions will then be incorporated into the updated Elmbridge Local Transport Strategy and Forward Plan.</p> <p>EBC will continue to consult once the exact location and number of new developments is known.</p>
Key Evidence Base	<p>Surrey Rail Strategy - surreycc.gov.uk/_data/assets/pdf_file/0009/136557/Surrey-Rail-Strategy-Report-web.compressed.pdf</p> <p>The Local Transport Strategy (LTS) 2014 - surreycc.gov.uk/roads-and-transport/policies-plans-consultations/transport-plan</p>

Table 8.

Infrastructure Type	Bus Services
Lead Responsibility	SCC oversee Elmbridge's bus network as the Transport Authority. This is operated as a Surrey function and is not focused on Elmbridge in isolation.
Current Provision	There are around 30 bus operators in Surrey ranging from small independently owned companies to international bus operating groups. These companies provide 65% of the bus services commercially, while the remaining 35% are subsidised services.
Known Planned Provision	The Local Transport Strategy (LTS) 2014 sets out the planned bus service upgrades in Elmbridge. These schemes are set out in Table A.
Local Plan Impact/Future Provision	<p>The EBC Highways Assessment will also look at multi-model mitigation and bus services which will include working with SCC to assess any upgrades and mitigation.</p> <p>EBC will continue to consult once the exact location and number of new developments is known.</p>
Key Evidence Base	<p>EBC Highways Assessment – Not yet Published</p> <p>The Local Transport Strategy (LTS) 2014 - surreycc.gov.uk/roads-and-transport/policies-plans-consultations/transport-plan</p>

Table 9.

Infrastructure Type	Walking and Cycling
Lead Responsibility	SCC are responsible as the Highways Authority
Current Provision	Statistics are not provided specifically for Elmbridge, but Surrey contains 2,229 km (1385 miles) of public footpaths which you have the right to use on foot only. These footpaths and rights of way are maintained by SCC.
Known Planned Provision	The Local Transport Strategy (LTS) 2014 contains a Walking and Cycling Strategy and sets out the planned walking and cycling upgrades planned in Elmbridge. These schemes are set out in Table A.
Local Plan Impact/Future Provision	The EBC Highways Assessment will also look at multi-model mitigation which will include working with SCC to assess upgrades and mitigation to the walking and cycling network. EBC will continue to consult once the exact location and number of new developments is known.
Key Evidence Base	EBC Highways Assessment – Not yet Published The Local Transport Strategy (LTS) 2014 - surreycc.gov.uk/roads-and-transport/policies-plans-consultations/transport-plan Surrey Rights of Way Improvement Plan 2014 surreycc.gov.uk/ data/assets/pdf file/0003/72849/ROWIP-Main-Text.pdf

Utilities and Waste

10.1 Utilities in Elmbridge include the provision of water, sewage treatment, gas, electricity, telecommunications, disposal and recycling. The delivery of utilities is undertaken by private companies on a sub-regional basis. Boundaries are not coterminous with local authority boundaries, with companies taking account of forecast levels of population growth, both natural and due to new development, in their planning.

10.2 The following tables outline the types of infrastructure, lead organisation, known and planned provision, Local Plan impact/future provision and the key evidence base:

Table 10.

Infrastructure Type	Electricity
Lead Responsibility	UK Power Networks and SSE provide the electricity network distribution services in Surrey.
Current Provision	All homes and businesses are covered by either the UK Power Networks or SSE network.

	Individual households or businesses can then choose their own supplier who use the existing networks.
Known Planned Provision	The UKPN SPN Regional Development Plan – Chessington/Laleham/West Weybridge Provisional 2017 revision identifies 1 reinforcement and asset replacement project in Elmbridge up to 2023. This is estimated to cost £358,649 but is fully funded.
Local Plan Impact/Future Provision	Both companies confirm that there are no ‘constraint areas’ for accepting new generation or load, with the electricity supply demand technically available from the grid supply capacity. There are no planned upgrades to the grid as a result of the Local Plan. EBC will continue to consult once the exact location and number of new developments is known.
Key Evidence Base	Direct consultation with UK Power Networks and SSE

Table 11.

Infrastructure Type	Gas
Lead Responsibility	The Gas Distribution Network Operator for Surrey is Southern Gas Networks (SGN).
Current Provision	Gas is transmitted through a National Transmission System (NTS). It is then in turn supplied to towns and villages through Local Distribution Zones (LDZ).
Known Planned Provision	SGN forecast a small decrease in annual and peak day demands over the 2014-2024 period due to increased efficiencies and renewable incentives. Reinforcement projects for the LDZs are planned for on a reactive basis.
Local Plan Impact/Future Provision	Network reinforcement is determined on an application by application basis when new loads connect to the network, rather than planned for in advance. The necessary capacity will be developed on a reactive basis by the gas Distribution Network Operator. Costs will be borne by the developer and service providers; therefore, no funding gap has been identified. EBC will continue to consult once the exact location and number of new developments is known.
Key Evidence Base	Direct Contact with SGN

Table 12.

Infrastructure Type	Telecoms
Lead Responsibility	Openreach / Superfast Surrey / Commercial Operators
Current Provision	It is estimated 96% of all Surrey premises can now access download speeds of 15 mbps or more. Superfast Surrey has extended the fibre broadband network to homes and businesses across the county where it wasn't

	economically viable for commercial companies to provide access.
Known Planned Provision	<p>Openreach will deploy FTTP (Fibre To The Premise), free of charge, into all new housing developments of 30 or more homes, this new policy took affect for all New Sites registered from November 2016.</p> <p>Meanwhile any developments with two or more homes will have access to the existing or planned fibre infrastructure, either funded entirely by Openreach or with the help of developer co-funding where that's needed.</p>
Local Plan Impact/Future Provision	<p>Openreach will deploy FTTP (Fibre To The Premise), free of charge, into all new housing developments of 30 or more homes, this new policy took affect for all New Sites registered from November 2016. There are no cost implications to EBC.</p> <p>EBC will continue to consult once the location and exact number of new developments is known.</p>
Key Evidence Base	<p>Direct consultation with:</p> <p>BT Openreach - ournetwork.openreach.co.uk/</p> <p>Superfast Surrey - superfastsurrey.org.uk/</p>

Table 13.

Infrastructure Type	Water
Lead Responsibility	Sutton and East Surrey Water, Thames Water and Affinity Water
Current Provision	<p>There are three water suppliers in the Borough; Sutton and East Surrey Water, which covers the Oxshott and Cobham area, Thames Water, which covers the east of the Borough and Affinity Water (formerly Veolia Water), which covers the west of the Borough including Weybridge and Walton. They manage the supply and distribution across relatively wide areas covering a number of districts. The supply of water to Elmbridge is from sources outside of the Borough.</p>
Known Planned Provision	<p>All providers state that in order to ensure sufficient supplies across their supply areas, ongoing improvements to existing infrastructure to reduce leaks will be required as will demand reduction strategies.</p> <p>One of the main changes over the next 10 years to manage demand will be water metres in homes. At present there are no gaps in the provision of water services in Elmbridge. Works such as replacement of lead pipes in parts of Thames Ditton are planned. No funding gap has been identified as costs are borne by the developer and service providers.</p>

<p>Local Plan Impact/Future Provision</p>	<p>As the Borough falls with an area of demonstratable 'water stress', as defined by the Environment Agency, the Council must produce a Water Cycle Study (WCS) to inform its Local Plan preparations. The WCS assess the capacities and water related infrastructure to accommodate future development and growth in Elmbridge. Key stakeholders which as water providers, the Environment Agency are involved in its production.</p> <p>The initial stage of the WCS 'scoping' include a full baseline and data review, and in so doing, identified gaps in the evidence to support the development of the Local Plan.</p> <p>In response an outline WCS currently being prepared by Aecom will summarise the strategic wastewater, water quality and water resource requirements and recommendations, identifying what infrastructure and interventions are required in relation to phased growth scenarios prepared as part of the local plan preparation.</p> <p>All water companies have a statutory responsibility to produce Water Resource Management Plans (WRMP) which set out the strategy to provide a secure and sustainable water and drainage infrastructure. These are updated every five years, with work currently underway on producing plans for the 25-year period from 2020 onwards. Plans seek to accommodate the potential increase in demand from new development, manage the existing supply of water and take account of likely future changes due to climate change. EBC informs these updates by providing information on housing trajectories and completions to the water suppliers.</p> <p>Sewerage in the Borough is provided and managed by Thames Water. Sewerage is treated by three plants, at Esher, Weybridge and at Hogsmill in Kingston. The Sewage Treatment Works in Esher has been upgraded and provides all the sewage treatment for the majority of the Borough. The Thames Ditton, Long Ditton and Hinchley Wood area is not supported by the Esher Sewage Treatment Works. Thames Water have indicated that whilst there are no constraints on the capacity of the Esher works, requirements to the Hogsmill works are required to support both existing and future growth. These costs will be met by Thames Water. This will be further clarified in the WCS - outline currently being prepared</p> <p>EBC will continue to consult once the location and exact number of new developments is known and engage with stakeholders as the WCS outline progresses.</p>
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Key Evidence Base	Elmbridge Water Cycle Study- Scoping & Outline – not published yet Direct Consultation with Sutton and East Surrey Water, Thames Water and Affinity Water
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Fire, Police and Ambulance

11.1 The Fire, Police and Ambulance services are provided by Government agencies which operate on a Surrey wide basis and are not specific to EBC boundaries.

11.2 The following tables outline the types of infrastructure, lead organisation, known and planned provision, Local Plan impact/future provision and the key evidence base:

Table 14.

Infrastructure Type	Fire and Rescue Services
Lead Responsibility	Surrey Fire and Rescue Service is a statutory service provided by SCC
Current Provision	Surrey Fire and Rescue Services plan their services using a local risk management approach rather than on population size and general response times. This means that fire and rescue services are delivered from fewer but more appropriately located sites.
Known Planned Provision	Surrey Fire and Rescue are focusing on reducing the incidence of fire and accidents rather than the reactive fire and rescue services. There are currently no planned Fire and Rescue infrastructure projects suitable for the IDP.
Local Plan Impact/Future Provision	New housing is more likely to be safer than older properties due to the improvements in fire safety over recent years. Based on the expected levels and type of development in Elmbridge, no additional physical resources are considered necessary or are being planned at present. EBC will continue to consult once the location and exact number of new developments is known.
Key Evidence Base	Direct Consultation with Surrey Fire and Rescue

Table 15.

Infrastructure Type	Police
Lead Responsibility	Surrey Police
Current Provision	Following efficiency savings all police stations in the Borough have closed in recent years. The Police are providing services from the Civic Centre in Esher. These closures were in response to the low footfall at stations across the Borough and were implemented to help protect front line services in the long term.

Known Planned Provision	No additional physical resources are considered necessary or are being planned at present.
Local Plan Impact/Future Provision	Surrey Police request that EBC follow 'Secured by Design', which gives advice on the design and layout of new developments to design out crime. No additional physical resources are considered necessary or are being planned at present. EBC will continue to consult once the location and exact number of new developments is known.
Key Evidence Base	Direct Consultation with Surrey Police Secured by Design - securedbydesign.com/

Table 16.

Infrastructure Type	Ambulance Service
Lead Responsibility	Ambulance Services are managed by the South East Coast Ambulance Service (SECAMB)
Current Provision	Across Surrey the SECAMB have indicated there is a need to rationalise services to ensure a quicker and more efficient service. There are currently two ambulance stations in Elmbridge, one at Esher and one in Walton on Thames.
Known Planned Provision	The Trust continues to invest in the key areas of clinical skills development and its core infrastructure through Make Ready and IT, including the ePCR. During 2015/16 SECAMB received £206.2m of income and incurred expenditure and other costs of £205.7m, which resulted in the Trust achieving a surplus of £0.5m. This trend is expected to continue and does not result in any funding deficits or funding requests to EBC.
Local Plan Impact/Future Provision	Future housing growth in EBC is not expected to have a significant impact on the provision of ambulance services across Surrey. EBC will continue to consult once the location and exact number of new developments is known.
Key Evidence Base	Direct Consultation with Surrey Ambulance Service

Green Infrastructure

12.1 Green infrastructure is a network of multifunctional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

12.2 Green infrastructure is not simply an alternative description for conventional open space. As a network it includes parks, open spaces, playing fields, woodlands, but

also street trees, allotments and private gardens. It can also include streams, canals and other water bodies and features such as green roofs and walls. Green spaces also include sports and recreational sites and pitches.

12.3 The following tables outline the types of infrastructure, lead organisation, known and planned provision, Local Plan impact/future provision and the key evidence base:

Table 17.

Infrastructure Type	Sports Pitches
Lead Responsibility	EBC in consultation with SCC, Sport England and Private providers
Current Provision	<p>Playing pitch provision in Elmbridge comprises a mixed economy involving the public and voluntary sectors.</p> <p>The key providers are as follows:</p> <ul style="list-style-type: none"> • Elmbridge Borough Council: The Council owns and manages playing pitches at 11 sites in the Borough. • Schools: Schools are major playing pitch providers in the Borough, although not all provision is community accessible. • Sports clubs: Voluntary sector sports clubs provide and run a range of playing pitches and outdoor sports facilities. <p>The Full list of existing provision is available in the Playing Pitch Needs Assessment Study 2013: elmbridge.gov.uk/EasySiteWeb/GatewayLink.aspx?allid=3398</p>
Known Planned Provision	<p>The Council has commissioned a new Playing Pitch Strategy (PPS) 2018 with the evidence and recommendations to encompass all playing pitches in the Borough. This will provide a baseline for current and future supply and demand assessments for each of the sports being considered. It will also set out a strategy towards playing pitch provision in the Borough in the short, medium and long term, with clear sport, area and site-specific recommendations and prioritised action plan.</p> <p>The objectives of the PPS are as follows:</p> <ul style="list-style-type: none"> • To gather all available supply and demand data from a range of sources for all sports covered by the PPS and achieve a high response rate from clubs, educational establishments and other community organisations. • To analyse the current level of pitch provision within the Borough, taking into account availability for community usage.

	<ul style="list-style-type: none"> • To assess the quality of all pitches in the Borough and understand what improvements could be made to meet the needs of residents and sports clubs. • To compile a comprehensive database of the location and quality of all playing pitches in the Borough. • To consider how facilities such as changing rooms can be improved. • To identify the local demand for pitches and understand current trends. • To provide recommendations to address the key issues around playing pitch provision, protection and enhancement. • To support and inform the Local Plan and development policies and conform with the requirements of National Policy. • To identify what opportunities exist to expand the local provision. • To aid sports development and increase participation in sport/physical activity. • To support health and wellbeing of residents. • To provide a robust evidence base that can be used by multiple Council departments and other stakeholders for a wide range of projects. • To ensure that the PPS is regularly monitored and updated.
Local Plan Impact/Future Provision	<p>The PPS update will provide the information required for the new Local Plan. The IDP will be updated as required.</p> <p>EBC will continue to consult once the exact location and number of new developments is known.</p>
Key Evidence Base	Emerging EBC Playing Pitch Strategy

Table 18.

Infrastructure Type	Open Space and Recreation
Lead Responsibility	EBC
Current Provision	<p>The Council aims to protect and enhance its attractive, green and unique character. The Core Strategy recognises that Elmbridge is characterised by significant green areas including woodland, ancient woodland, common land, farmland, rivers, reservoirs and parkland. The Green Belt is characterised by a myriad of distinctive and diverse landscapes including the Thames Valley (River Thames and its floodplain), Thames Basin Heaths including the Lower Wey and the Thames Basin Lowlands including Esher Common and the Lower Mole.</p>

	<p>The main policies for protecting Elmbridge's open spaces are set out in the Core Strategy and include CS12 (The River Thames Corridor and its tributaries), CS13 (Thames Basin Heaths Special Protection), CS14 (Green Infrastructure) and CS15 (Biodiversity). There are also a number of saved policies from the Replacement Elmbridge Local Plan (2000) and policies from the Elmbridge Development Management Plan (2014) that seek to protect the green belt, open space and views, nature conservation and biodiversity in the Borough.</p> <p>The full list of existing open space and recreation provision can be found in the Open Space and Recreation Assessment Final Report October 2014 - elmbridge.gov.uk/EasySiteWeb/GatewayLink.aspx?allId=897</p>
Known Planned Provision	EBC are currently maintaining the Boroughs existing open space; there are no current schemes relevant to the IDP.
Local Plan Impact/Future Provision	<p>The Elmbridge Open Space and Recreation Assessment was produced in 2014 by Atkins, this identified the quality and quantity of open spaces in the Borough. Since then numerous changes have taken place including amendments to Government policy, progress on the new Local Plan and its emerging strategy. The NPPF requires planning policies to be based on an up to date assessment of need for open space, sport and recreation facilities. In order to ensure that the new Local Plan is based on a robust and proportionate evidence base, the evidence base on open space requires updating.</p> <p>The evidence base update will identify any changes to the quality and quantity of open spaces in the Borough by using data provided by the EBC Open Space team. Elmbridge's need for new homes has significantly increased and the new Local Plan will identify a new spatial strategy and a new housing target to support this. The update will identify the open spaces that will require qualitative improvements that can be funded by either the Community Infrastructure Levy (CIL) or through the use of Section 106 Agreements.</p> <p>EBC will continue to consult once the exact location and number of new developments is known.</p>
Key Evidence Base	Review of the Elmbridge Open Space and Recreation Assessment (2014) – not yet published

Thames Basin Heath Special Protection Area (SPA)

- 13.1 The Thames Basin Heaths Special Protection Area (SPA) is a network of heathland sites that provides a habitat for important ground-nesting bird species. It was designated as a Special Protection Area in March 2005 and is protected from adverse effects by law.
- 13.2 The SPA zone of influence only affects eleven local authorities across Hampshire, Berkshire and Surrey. Within Elmbridge Borough, Chatley Heath and part of the Ockham and Wisley Commons Site of Special Scientific Interest (SSSI) form part of the wider Thames Basin Heaths Special Protection Area (SPA). The European and national legislation that underpins the SPA seeks to ensure that any proposed development will not adversely affect the integrity of the SPA.
- 13.3 Natural England is the government agency that champions the conservation of wildlife throughout England. They have advised EBC, and the other ten local authorities with land in the Thames Basin Heaths, that new housing within 5km of the SPA may harm the rare bird populations. This harm can be caused by disturbance to the birds from a growth in the number of walkers, cats and dogs frequenting the heathland, and other recreational uses created by additional housing. Particular harm may occur with additional new development that lies within 400m of the SPA.
- 13.4 The Council produced an Interim Mitigation Strategy, adopted by Council on 11 April 2007. The Interim Mitigation Strategy set out the Council's approach to mitigating the adverse effects of new residential development on the SPA through the provision of Suitable Alternative Natural Greenspace (SANG) which is funded by way of a tariff applied to all new dwellings within 400m to 5km of the SPA.
- 13.5 Policy CP13 of the Core Strategy prohibits additional housing within 400m of the SPA. Developers wishing to promote additional housing in the 400m to 5km zone will be required to demonstrate that their proposals can avoid any likely significant adverse effect on the SPA. This can be done using the mitigation measures known as SANG and Strategic Access Management and Monitoring Measures (SAMM).

Suitable Alternative Natural Greenspace (SANG)

- 14.1 The provision of alternative recreational land to attract new residents away from the SPA is a key part of avoiding the effects of new development on the Thames Basin Heaths SPA. SANGs provision must be in addition to normal open space requirements on the basis of at least 8ha per 1,000 population and meet the quality standards agreed by Natural England.
- 14.2 EBC currently has two SANGs available at Brooklands Community Park and Esher Common sufficient to support the future development and subsequent population growth identified within the Core Strategy. For both locations a proportion of the site was identified as suitable for allocation for SANGs (the total discounted SANG area).

14.3 As the exact location and number of sites is currently unknown it is not possible at this time to assess how much SANG is required. However, the current remaining SANG capacity is calculated to be approximately 1,108 at July 2018. This indicates that a review of SANG is required and that the Council may need to locate additional SANG Capacity. This work is currently underway as part of the Local Plan program and the IDP will be updated as required.

Strategic Access Management and Monitoring (SAMM)

15.1 The second avoidance and mitigation measure, is access management and monitoring on the SPA itself. Whilst this is not classed as infrastructure it is essential to ensuring the success of SANGs and the overall mitigation strategy.

15.2 SAMM contributions will continue to be collected through planning obligations as, unlike SANG, it does not fall within the definition of infrastructure. The future requirements and costs of funding SAMM are therefore not included within this document.

Next Steps

16.1 The Council is currently working hard to progress the Local Plan, this includes understanding new national requirements and guidance for Local Plans and preparing additional evidence and information gathering.

16.2 Much of this work is now concluding and will inform the next key stage in the Local Plan preparation which will include sharing proposed locations and the number of dwellings the Council will be looking to allocate in the Borough with infrastructure providers.

16.3 Therefore, this IDP should be treated as a baseline and snapshot in time of the current infrastructure requirements. Once the Council consults providers on the location and number of sites, the amount and type of infrastructure required may change.

16.4 Due to the current nature of the IDP it must be recognised that there are gaps in the information and some infrastructure providers are unable to provide full details at this stage as is to be expected.

Appendix A - Elmbridge Borough Council Known Planned Infrastructure Provision by Type: Live Forward Programme August 2019

Scheme ID	Scheme Description	Scheme Purpose	Infrastructure Type	Current Stage	Estimated Cost	Potential funding sources
Principal road and rail network schemes Borough wide						
PRRN 1	Rail capacity improvements including Crossrail 2 (SW Main Line).	For sustainable economic growth	Rail	Identification & assessment of options	TBC	Surrey County Council (SCC) Local Enterprise Partnership (LEP)
PRRN 2	Wider Network Benefits.	Improved network management and efficiency across the county providing benefits to borough consistent with Surrey County Council's Congestion Strategy. Includes technology such as: CCTV, Automatic Number Plate Recognition	Multiple	Identification & assessment of options	£2m (2017)	SCC LEP

		(ANPR) and Dial Up Signal Control (DUSC).				
PRRN 3	Mobility ramps at various sites across the borough	Improve pedestrian accessibility especially for vulnerable road users	Local Highways/Road Safety	Identification & assessment of options	£2,000 per site (2017)	SCC Local Committee
PRRN 4	Bridge strike sites - warning and route sign improvements. Sites identified (scheme scoring for a typical site): Hershams Road, Walton on Thames (some treatment undertaken) Molesey Road, Hershams Portsmouth Road, Esher (east of Scilly Isles) Station Road, Esher Mill Road/More Lane, Esher Hare Lane, Claygate Lower Green Road, Esher Weston Green Road/Embercourt Road, Thames Ditton.	Improve warning and route signage.	Local Highways/Road Safety	Identification & assessment of options	£5,000(2017)	Planning Infrastructure Contributions (PIC) Community Infrastructure Levy (CIL)

Access to and from railway stations/networks borough wide						
ATRS 1	Access to and from Walton-on-Thames Railway Station via all modes including bus integration, cycling, car parks and walking.	To improve accessibility to the railway station and encourage more sustainable modes of travel choices.	Passenger Transport	Scheme Identification	TBC	CIL PIC South Western Railway (SWR)
ATRS 2	Access to and from Weybridge Railway Station via all modes including bus integration, cycling, car parks and walking.	To improve accessibility to the railway station and encourage more sustainable modes of travel choices.	Passenger Transport	Scheme Identification	TBC	CIL SWR LEP
ATRS 3	Access to and from Hampton Court Railway Station via all modes including bus integration, cycling, car parks and walking.	To improve accessibility to the railway station and encourage more sustainable modes of travel choices.	Passenger Transport	Scheme Identification	TBC	CIL SWR
ATRS 4	Access to and from Claygate Railways Station via all modes including bus integration, cycling, car parks and walking.	To improve accessibility to the railway station and encourage more sustainable	Passenger Transport	Scheme Identification	TBC	CIL SWR

		modes of travel choices.				
ATRS 5	Access to and from Hersham Railway Station via all modes including bus integration, cycling, car parks and walking.	To improve accessibility to the railway station and encourage more sustainable modes of travel choices.	Passenger Transport	Scheme Identification	TBC	CIL SWR
ATRS 6	Access to and from Esher Railway Station via all modes including bus integration, cycling, car parks and walking.	To improve accessibility to the railway station and encourage more sustainable modes of travel choices.	Passenger Transport	Scheme Identification & Identification	TBC	CIL SWR
ATRS 7	Access to and from Oxshott Railways Station via all modes including bus integration, cycling, car parks and walking.	To improve accessibility to the railway station and encourage more sustainable modes of travel choices.	Passenger Transport	Scheme Identification	TBC	CIL SWR
ATRS 8	Access to and from Cobham & Stoke D'Abernon Railway Station via all modes including bus integration, cycling,	To improve accessibility to the railway station and encourage more	Passenger Transport	Scheme Identification	TBC	CIL SWR

	car parks and walking.	To improve accessibility to the railway station and encourage more sustainable modes of travel choices.				
ATRS 9	Access to and from Hinchley Wood Railway Station via all modes including bus integration, cycling, car parks and walking.	To improve accessibility to the railway station and encourage more sustainable modes of travel choices To improve accessibility to the railway station and encourage more sustainable modes of travel choices	Passenger Transport	Scheme Identification	TBC	CIL SWR
ARTS 10	Access to and from Thames Ditton Railway Station via all modes including bus integration, cycling, car parks and walking.	To improve accessibility to the railway station and encourage more sustainable modes of travel choices.	Passenger Transport	Scheme Identification	TBC	CIL SWR
ARTS 11	Improve cycle and pedestrian access to rail stations in	To improve accessibility to rail stations.	Passenger Transport	Scheme Identification	TBC	CIL SWR

	Cobham, Oxshott, Stoke D'Abernon and Downside.					
ARTS 12	Increase cycle parking at all rail stations in Cobham, Oxshott, Stoke D'Abernon and Downside.	To encourage more sustainable travel choices.	Passenger Transport	Scheme Identification	£20,000 per 12 spaces (2017)	CIL SWR
Improvements to Road Safety Outside Schools (borough-wide)						
RSOS 1	Road Safety around local schools in Walton-on-Thames.	Improve safety and traffic flow around local schools.	Local Highways/Road Safety	Scheme Identification	£200,000 (2017)	CIL Local Committee
RSOS 2	Ashley Road/New Zealand Avenue crossing improvements (Walton-on-Thames).	Resolve overcrowding on pedestrian crossing traffic island. Road Safety Outside Schools.	Local Highways/Road Safety	Feasibility	£30,000 (2017)	PIC CIL
RSOS 3	Pedestrian crossings on Milbourne Lane, Esher (around schools).	To improve pedestrian accessibility and safety (Road Safety Outside Schools).	Local Highways/Road Safety	Feasibility	£20,000 (2017)	CIL Local Committee PIC
RSOS 4	Improvements to Road Safety Outside Schools in East and West Molesey.	Improve safety around local schools.	Local Highways/Road Safety	Scheme Identification	£100,000 - £200,000 per school (2017)	CIL Local Committee

RSOS 5	Provide safe crossings at all schools in the settlement area in Thames Ditton, Long Ditton, Hinchley Wood and Weston Green.	To improve safety and accessibility to local schools.	Local Highways/Road Safety	Scheme Identification	£100,000 - £200,000 per school (2017)	CIL Local Committee
RSOS 6	Hinchley Wood Schools, Claygate Lane - Cycle and pedestrian facilities, width restrictions, parking bays and pelican crossing/ zebra crossing/ island.	To improve Road Safety Outside Schools in Hinchley Wood.	Local Highways/Road Safety	Construction	£0.25m (2017)	CIL
Local Cycling Plan improvements (borough-wide)						
CS 1	Pedestrian and cyclist improvements along the A245 corridor.	Improve safety for pedestrians and cyclists.	Pedestrian/Cycling	Scheme identification	£2m - £3m for the corridor between Cobham and Brooklands (2017)	SCC CIL Local Committee
CS 2	Improvements to pedestrian and cyclist accessibility from Hersham village centre to Hersham Railway Station.	Improve safety for pedestrians and cyclists.	Pedestrian/Cycling	Scheme identification	£0.5m (2017)	CIL Local Committee

CS 3	Improvements to cycle and pedestrian routes throughout the East and West Molesey area: <ul style="list-style-type: none"> • Off carriage route along Hurst Road • Utilising rights of way around Island Barn Reservoir. 	Improve safety for pedestrians and cyclists.	Pedestrian/Cycling	Scheme identification	£2m Rights of Way £300,000 (2017)	CIL Local Committee
CS 4	Improvements to cycle lanes on Hare Lane, Claygate.	Improve safety for pedestrians and cyclists.	Pedestrian/Cycling	Scheme identification	£500,000 (2017)	CIL Local Committee
CS 5	Cycle routes to school/ cycle network improvements local to Claygate.	Improve safety for pedestrians and cyclists.	Pedestrian/Cycling	Scheme identification	TBC (2017)	CIL Local Committee
CS 6	Pointers Road cycle route to Chillbrook Road and Downside Common Road.	Improve safety for pedestrians and cyclists.	Pedestrian/Cycling	Scheme identification	£100,000 (2017)	Highways England through M25 junction 10 improvements
CS 7	A3 Cycle Route on East Side.	Improve safety for pedestrians and cyclists.	Pedestrian/Cycling	Scheme identification	£500,000 (2017)	Highways England through M25 junction 10 improvements
CS 8	A307 from Cobham to Esher and around the Scilly Isles cycle route.	Improve safety for pedestrians and cyclists.	Pedestrian/Cycling	Scheme identification	£2m (2017)	No funding identified

CS 9	Cycle route from Milbourne Lane to Esher High Street along the A244.	Improve safety for pedestrians and cyclists.	Pedestrian/Cycling	Scheme identification	£400,000 (2017)	No funding identified
CS 10	Lammas Lane cycle route from Esher High Street to Esher Road.	Improve safety for pedestrians and cyclists.	Pedestrian/Cycling	Scheme identification	£500,000 (2017)	No funding identified
CS 11	More Lane cycle route and Mill Road.	Improve safety for pedestrians and cyclists.	Pedestrian/Cycling	Scheme identification	£400,000 (2017)	No funding identified
CS 12	Burwood Road cycle route.	Improve safety for pedestrians and cyclists.	Pedestrian/Cycling	Scheme identification	£1m (2017)	No funding identified
CS 13	Seven Hills Road cycle route.	Improve safety for pedestrians and cyclists.	Pedestrian/Cycling	Scheme identification	£1.5m (2017)	No funding identified
CS 14	Off highway cycle routes from Felcott Road to Arch Road.	Improve safety for pedestrians and cyclists.	Pedestrian/Cycling	Scheme identification	£90,000 (2017)	No funding identified
CS 15	Cycle route from Felcott Road to Molesey Road using footpath 12.	Improve safety for pedestrians and cyclists.	Pedestrian/Cycling	Scheme identification	£50,000 (2017)	No funding identified
CS 16	Molesey Road cycle route from Hersham Station to West Molesey.	Improvements to cycle routes and cyclist accessibility.	Pedestrian/Cycling	Scheme identification	£1m (2017)	No funding identified
CS 17	Queens Road cycle route from Seven Hills Road to Hersham By Pass.	Improvements to cycle routes and cyclist accessibility.	Pedestrian/Cycling	Scheme identification	£800,000 (2017)	No funding identified

CS 18	Ashley Road cycle route.	Improvements to cycle routes and cyclist accessibility.	Pedestrian/Cycling	Scheme identification	£800,000 (2017)	No funding identified
CS 19	Hersham Road and Robinsway cycle route.	Improvements to cycle routes and cyclist accessibility.	Pedestrian/Cycling	Scheme identification	£800,000 (2017)	No funding identified
CS 20	Cycle routes to Walton Station including: • Cycle route on Station Avenue • Signing along Mayfield Road.	Improvements to cycle routes and cyclist accessibility.	Pedestrian/Cycling	Scheme identification	£400,000 (2017)	No funding identified
CS 21	New Zealand Avenue cycle route.	Improvements to cycle routes and cyclist accessibility.	Pedestrian/Cycling	Scheme identification	£300,000 (2017)	No funding identified
CS 22	Engine River Cycle Track including link north to National Cycle Route (NCR).	Improvements to cycle routes and cyclist accessibility.	Pedestrian/Cycling	Scheme identification	£100,000 (2017)	No funding identified
CS 23	Claygate Lane cycle routes.	Improvements to cycle routes and cyclist accessibility.	Pedestrian/Cycling	Scheme identification	£250,000 (2017)	No funding identified
CS 24	Cycle route Woodstock Lane north to Woodstock Lane south under A309:	Improvements to cycle routes and cyclist accessibility.	Pedestrian/Cycling	Scheme identification	£150,000 (2017)	No funding identified

	<ul style="list-style-type: none"> • Crossing facility of the A309 (northern arm) • Improvements to lighting and subway. 					
CS 25	<p>Weybridge Cycle Links:</p> <ul style="list-style-type: none"> • Creating cycle route of footpath 20 • Creating cycle route of footpath 22 • Directional signage. 	Improvements to cycle routes and cyclist accessibility.	Pedestrian/Cycling	Scheme identification	£50,000 (2017)	No funding identified
CS 26	Cycle route through Brooklands Industrial Estate and along Wellington Way.	Improvements to cycle routes and cyclist accessibility.	Pedestrian/Cycling	Scheme identification	£400,000 (2017)	No funding identified
CS 27	Missing section of cycle route on Terrace Road between Thames Mead and Cambridge Road.	Improvements to cycle routes and cyclist accessibility.	Pedestrian/Cycling	Scheme identification	£100,000 (2017)	No funding identified
CS 28	<p>Fieldcommon Development Site:</p> <ul style="list-style-type: none"> • Off road cycle route • Utilising right of way network. 	Improvements to cycle routes and cyclist accessibility.	Pedestrian/Cycling	Scheme identification	£400,000 (2017)	No funding identified
Improvements to the local bus network (borough-wide)						
LBN 1	<p>Borough wide passenger transport improvements:</p> <ul style="list-style-type: none"> • Quality bus corridors 	Encourage sustainable transport;	Passenger Transport	Identification & assessment of options	£1m (2017)	SCC Local Transport Body (LTB)

	<ul style="list-style-type: none"> • Real Time Passenger Information (RTPI) • Provision of bus priority links • Smart Card. 	Economic benefits.				CIL
LBN 2	<p>Quality Bus Corridor improvements to Route 458</p> <ul style="list-style-type: none"> • Intelligent bus priority at traffic signal-controlled junctions • Bus stop accessibility enhancements. 	Encourage more sustainable transport choices and improve bus service reliability and accessibility.	Passenger Transport	Design	£200,000(2017)	PIC
LBN 3	<p>Quality bus route improvements 461 (Addlestone to Kingston via Weybridge) and 411 (East, West Molesey to Kingston).</p>	Improve bus service, reliability and accessibility.	Passenger Transport	Identification & assessment of options	£150,000(2017)	PIC Section 106 (S106)
LBN 4	<p>Quality bus corridor improvements on Route K3 in partnership with TfL.</p>	Improve accessibility to bus stops.	Passenger Transport	Identification & assessment of options	£200,000(2017)	PIC
LBN 5	<p>Quality bus corridor improvements on Route 715: • Real Time Passenger Information (RTPI)•</p>	Improve accessibility to bus stops and improve	Passenger Transport	Identification & assessment of options	£150,000(2017)	PIC CIL

	Bus stop accessibility improvements• Measures to improve reliability• Passenger worthy facilities.	information provision.				
LBN 6	Quality Bus Corridor route 408 enhancements.	Improve accessibility and information provision.	Passenger Transport	Design	£200,000 (2017)	PIC
Air Quality Improvements (borough-wide)						
AQ 1	Support for delivery of emerging Surrey-wide Electric Vehicle strategy.	Encourage uptake and provision for low emission vehicles, to reduce harmful pollutants and impact on traffic on human health.	Low emission vehicles	Strategy development	Varies depending on specific scheme	CIL Department for Environment, Food and Rural Affairs (DEFRA) Air Quality Grant (AQQ)
AQ 2	Borough wide behaviour change programme - building upon the Travel SMART Surrey programme (2012-2015) to support people to take up sustainable and active transport modes (e.g. walking, cycling, public transport, electric	To provide measures which encourage or facilitate modal shift towards sustainable transport modes. This would build upon the Surrey Travel SMART programme which ran between 2012-	Multiple	Varies depending on specific scheme	Varies depending on specific scheme	DEFRA AQQ, Department for Transport (DfT), Local Sustainable Transport Fund (LSTF), Access Fund, CIL, LEPs

	vehicles). Revenue funding to support infrastructure delivery.	2016. Measures could include: campaigns, themed events, business engagement, community engagement programmes, information e.g. maps and bus information, personalised travel planning				
Walton-on-Thames						
WAL 1	A244 Walton to Halliford Corridor.	Assess impacts on the transport corridor following completion of Walton Bridge Project and to propose solutions; To coordinate with DfT funded cycle scheme.	Local Highways	Feasibility	£0.5 - £2m Until study reaches conclusion (2017)	CIL Local Committee
WAL 2	Walton High Street - new (or replacement) Zebra Crossing between the Heart and Boots.	Improve pedestrian safety and accessibility. Reduce accidents.	Local Highways/Road Safety	Feasibility	£50,000 (2017)	PIC CIL

WAL 3	Walton Road between Esher Road and Avern Road - Casualty reduction.	Reduce the number of casualties and accidents.	Local Highways/Road Safety	Feasibility	TBC	PIC CIL Local Committee
WAL 4	A3050 Terrace Road Jct. Walton Road - Installation of pedestrian island in mouth of Walton Road.	Priority Junction to improve pedestrian and cyclist accessibility and safety (Reduce pedal cycle accidents).	Junction/Road Safety	Design/Build 2018 - 2019	£20,000 (2017)	PIC
WAL 5	D3809 High Street, Walton-on-Thames - Feasibility study into crossing points. Possible additional crossing point outside The Heart Shopping Centre.	To improve safety and reduce accidents along the length of the road.	Local Highways/Road Safety	Feasibility and Design 2017 - 2018	Dependent on options (2017)	CIL
WAL 6	A244 High Street, Walton-on-Thames (S/B One-way) - Narrowing of lanes, pedal cycle lane and pelican kerb build out.	To reduce the number of pedal cycle accidents along the whole length of road.	Pedestrian/Cycle	Sketch scheme options for consultation and design 2018-19	£25k - 50k estimate (2017)	Road Safety Scheme (RSS)
Weybridge						
WEY 1	Brooklands Business Park Accessibility Project - Pedestrian/cycle	To improve accessibility, widen travel choice and	Major Transport Project	Feasibility	£2.5m (2017)	LEP CIL Developer SWR

	<p>scheme: A continuous pedestrian/cycling route between the Brooklands Business Park, Weybridge Railway Station and Weybridge town centre. This route would have a sealed surface and be usable all year round.</p> <ul style="list-style-type: none"> • Weybridge Railway Station: Increased cycle storage, provision of bus real time information screens to better integrate rail/bus travel, improving the footway by the station entrance, provision of electric vehicle car parking bays, and wayfinding information at the station. • Pedestrian and road safety improvements around Weybridge Railway Station including crossings 	<p>encourage more people to travel by sustainable modes between Brooklands, Weybridge Railway Station and Weybridge town centre.</p>				<p>Local businesses</p>
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	<p>across Station Approach, Old Heath Road and Heath Road.</p> <ul style="list-style-type: none"> • Investment in passenger transport infrastructure in the area. • Wayfinding scheme: Installation of wayfinding signs at strategic locations between Brooklands and Weybridge. 					
WEY 2	<p>Pine Grove, Weybridge - narrow carriageway on bend; potential wider improvements e.g. 20mph, HGV restrictions (mandatory/advisory).</p>	<p>Improve carriageway and safety.</p>	<p>Local Highways/Road Safety</p>	<p>Scheme Identification</p>	<p>£50,000 (2017)</p>	<p>PIC CIL</p>
Esher						
ESH 1	<p>Esher transport study Propose solutions to address congestion and to identify travel patterns Lammas Lane/ More Lane/ Church Lane junction improvements.</p>	<p>To find solutions to relieve congestion within the settlement area.</p>	<p>Junction</p>	<p>Ongoing</p>	<p>£1m - 2m (2017)</p>	<p>PIC CIL Local Committee</p>

ESH 2	Install temporary anti-idling signs (Travel Smart), to try and reduce pollutant levels in Esher town centre.	Reduce NO2 emissions with the AQMA in Esher.	Air Quality Reduction	Feasibility completed 2017.	TBC	TBC
ESH 3	A307 Portsmouth Road, Esher - Pedestrian refuge island improved access to bus stops near Scilly Isles.	To improve pedestrian accessibility to bus stops.	Pedestrian	feasibility	£15,000 (2017)	PIC CIL
ESH 4	Scilly Isles - revise road markings (e.g. yellow box or KEEP CLEAR, lane designations and signs).	To improve safety, prevent blocking and improve flow through junction.	Junction	feasibility	£15,000(2017)	PIC CIL
ESH 5	Hampton Court junction(s) to the south of the bridge (casualty reduction, congestion etc.).	To reduce casualty and congestion.	Junction	Scheme identification	£4,000 (2017)	PIC CIL
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	(casualty reduction, congestion etc.).					
ESH 6	Station Road, Esher - improvement to streetlighting, underneath railway bridge.	To improve streetlighting and safety of pedestrians and cyclists.	Pedestrian/Road Safety	Scheme identification	TBC - subject to feasibility	PIC CIL Local Committee
Hersham						
HER 1	Improvements to pick up and drop off points around local schools in particular Bell Farm and Rydens.	Improve safety and relieve congestion	Local Highways/Road Safety	Scheme Identification	£0.1m (2014)	CIL Local Committee
HER 2	Improvements to relieve congestion at Sir Richard's Bridge.	Relieve congestion.	Local Highways	Scheme Identification	£500,000 (2017)	CIL Local Committee
HER 3	Pedestrian Crossing facilities by Hersham Station.	Improve pedestrian accessibility to the station.	Pedestrian	Feasibility	£20,000 (2017)	PIC CIL Local Committee
East and West Molesey						
EWM 1	Bridge Road pedestrian improvements.	To improve pedestrian accessibility.	Pedestrian	Feasibility	£75,000 (2017)	PIC CIL
EWM 2	B369 Walton Road Jct. Bridge Road/ Esher Lane. East Molesey - Installation of two Traffic islands and kerb build-out.	To reduce speeds and pedal cycle accidents.	Local Highways/Road Safety	Feasibility (second round)	TBC - original idea not being feasible.	Parking Surplus

EWM 3	A309 Hampton Court Way, Hampton Court -Northbound pedal cycle lane, reduction in exit lanes from four to two in A3050 River Bank.	To reduce pedal cycle accidents and congestion.	Cycling/Road Safety	Internal Feasibility	£5,000 for modelling (2017)	Possible PIC/CIL bid for 2018 - 2019
EWM 4	B369 Walton Road Jct. New Road, West Molesey - Installation of pedestrian island.	To improve safety of pedestrians and reduce accidents at the junction on a bend.	junction	Scheme redesign	£30,000 (2017)	RSS fund redesign PIC for installation 2018-2019
Thames Ditton, Long Ditton, Hinchley Wood and Weston Green						
DIT 1	Improve pedestrian accessibility to local schools on Ditton Hill and Sugden Road.	Improve pedestrian safety.	Pedestrian	Construction of third stage	£150,000 (2017)	PIC Local Committee
DIT 2	Portsmouth Road pedestrian crossing near Ditton Reach.	Improve pedestrian safety and accessibility.	Pedestrian	Feasibility	£25,000 (2017)	PIC CIL
DIT 3	A309 Hampton Court Way, Thames Ditton - No U-turn signs (TRO required).	To reduce U-turn accidents including motor cycle fatalities along the length of the road.	Local Highways/Road Safety	Scheme sketched, design brief issued	< £10,000(2017)	RSS
Cobham, Oxshott, Stoke D'Abernon and Downside						
COB 1	Blundell Lane pedestrian and cycle accessibility improvements.	To bridge the gap in the current footway as the	Pedestrian/Cycling	Identification & assessment of options	£3,000 for feasibility (2017)	CIL LTB Local Committee

		road crosses the railway bridge.				
COB 2	A245 Stoke Road Speed Management Measures.	To improve awareness of 30mph limit and reduce speed on the road by replacing the existing VAS sign replacement with larger ones.	Speed Management	Feasibility	£10,000 - £15,000 (2017)	CIL Local Committee
COB 3	Between Streets pedestrian crossing(s) by Painshill Park - near bus stops and safety improvements towards High Street.	To improve pedestrian safety towards the High Street.	Pedestrian/Road Safety	Feasibility	£50,000 (2017)	PIC CIL
COB 4	Blundell Lane, Stoke D'Abernon - Junction improvement. On holding pending outcome of speed limit assessment.	To improve the safety of the junction by reducing speed.	Junction	Scheme identification	£115,000(2017)	PIC CIL
COB 5	D6875 Downside Road, Cobham - Feasibility study into footway and crossing point near school.	To improve road safety outside St Matthew's CofE School.	Local Highways/Road Safety	Scheme sketched, design brief	£50,000(2017)	PIC CIL Local Committee
COB 6	A244 High Street, Oxshott (Near Steel's Lane) Anti-skid	To prevent shunt and turning accidents along	Local Highways/Road Safety	Scheme sketched.	£4,500 - £6,000(2017)	No funding identified

	surfacing on southbound approach (55m).	the length of the road / junction.		Design brief issued		
COB 7	A307 Portsmouth Road Jct. Fairmile Road, Cobham (incl. Fairmile Road) - Move speed limit terminal signing and two VAS in Fairmile Lane.	To improve road safety and reduce accidents at ATS Junction.	Junction	Scheme sketched. Design brief issued	£5,000 for signs (2017)	No funding identified
COB 8	D6861 Heath Road, Oxshott - Maintenance of existing signing and additional chevrons and signs.	Improve signage to reduce loss of control accidents along the length of the road.	Local Highways/Road Safety	Scheme sketched. Design brief issued	£10,000 (2017)	No funding identified
Claygate						
CLAY 1	Pedestrian improvements to Oaken Lane.	Improve pedestrian safety and accessibility.	Pedestrian/Road Safety	No movement	TBC (2017)	PIC