

## Taylor Wimpey - Former Wisley Airfield

Working together to develop our sustainable community

### Cycling Consultation Question and Answers

May 2021

In **May 2021** we hosted a series of dedicated consultation events on the proposed cycle routes to and from the former Wisley Airfield.

We would like to thank everyone who managed to attend one of the sessions, we really appreciate all the questions that were submitted during the events and we endeavoured to answer as many as we could. We also committed to answering any remaining questions in a question and answer document which you can find below.

We greatly appreciate your feedback and it is important to us that we answer all questions that were asked. Thus, we have put together this Question and Answers document to provide the answers to all your questions.

This document has been separated into key topics for ease of references. Due to the number of questions we have consolidated some that were similar in scope under questions of the same topic.

If you have a question we haven't covered in this document, you can contact us at [consultation@wisleyairfield.com](mailto:consultation@wisleyairfield.com).

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## Cycle Routes

Questions	Answers
<p><b>How are you able to discern a group of cyclists from an individual cyclist in your heat map data?</b></p>	<p>To plan the proposed cycling routes we are seeking to make best use of the information and evidence available through for example Strava. The data that is available does not discern between types of cyclists, and for example Strava will only record segment completions by cyclists that are using Strava for that journey. Accordingly it is likely to represent a lower figure than the actual total use. It is however possible that more than one cyclist within a group will be using Strava, and so it is not possible to differentiate between individuals and groups.</p>
<p><b>Will the routes identified be available during construction, including the existing Public Rights of Way?</b></p>	<p>We will be maintaining the existing Public Rights of Way on site in the development, and they will be appropriately managed during construction. We are currently exploring what they will look like as part of the completed scheme.</p>
<p><b>What is the percentage of new cycle lanes that are being put in on the surrounding roads?</b></p>	<p>Dedicated cycle lanes are proposed on route sections where traffic volumes and speeds require segregated provision and where there is adequate highway space (e.g. Portsmouth Road to Ripley, Downside Bridge Road to Cobham). In other locations, with lower traffic volumes and speeds, and highway width constraints, measures are designed to control traffic speed and volume so that it is acceptable for cyclists to mix with general traffic. The proposals also make use of traffic-free sections (e.g. path along railway to East Horsley, Muddy Lane bridleway towards Byfleet, Downside Common village to Stoke D'Abernon). The total routes proposed are shown on the mapping shared during the consultation. These are on both PRow and existing highway, and accordingly any meaningful comparison with existing arrangements would depend on the study area and the roads and routes that are considered for a baseline.</p>
<p><b>Will you be putting up signage for cyclists on the quiet lanes to ensure that cyclists do not disturb the local area?</b></p>	<p>The objective of Quiet Lanes is to protect and enhance the experience for all non-motorised users: pedestrians, cyclists and horse-riders, and</p>

	<p>engender respect and courtesy between all road users. As identified in the consultation Quiet Lanes carry their own designation signage and this would be included at appropriate locations.</p>
<p><b>Are you confident that you will be able to assure that people cycle in the wet and cold times of year?</b></p>	<p>The ethos of our physical and promotional measures on-site is to make cycling a primary way of getting around for many residents. We anticipate that some will continue to cycle at all times of year in all types of weather to all destinations, but some will do it more often in the spring and summer months and on good weather days in the winter. The sustainable transport proposals include a bus service to key destinations and we anticipate that this will be more heavily used in the winter months and inclement weather. We understand that not everyone will be keen on cycling which is why we have included bus stops 200m from every home to ensure that sustainable transport options are the first option future residents will consider.</p>
<p><b>Why have you determined that Effingham is not a good destination for a cycle route?</b></p>	<p>There is no policy requirement for a cycle route to Effingham Village. With regard to other destinations we have assessed their attractiveness in terms of amenity provision and the results that we shared at the engagement shows that Effingham Junction ranks very lowly, and that Horsely and Cobham are better locations. We have sought to provide cycle links that are accessible to the average cyclist. Our proposed link to Horsley provides this, so the average cyclist can access the same rail services as available at Effingham Junction here via a quieter/safer route. Confident cyclists could still travel to Effingham Junction station via Old Lane. We are developing traffic calming measures and speed limit reductions on Old Lane to assist this.</p>
<p><b>Have you considered routes to connect to West Byfleet?</b></p>	<p>Our route to Byfleet provides onward connection options to West Byfleet, either via the continuation of the proposed Wisley Lane Quiet Lane as far as the Anchor pub and then via the Wey Navigation / Dodd's Lane or via Pyford Road, or by continuing onwards to Byfleet via Muddy Lane and then using Rectory Lane / Parvis Road.</p>
<p><b>Have you considered cycling routes towards Leatherhead or Guildford?</b></p>	<p>Our proposals for Ripley will upgrade the initial stage of the Guildford route. It is hoped in due course that further sections of the route towards Guildford will be improved by SCC or other parties. We have not directly considered routes towards Leatherhead. Our proposed route to Stoke D'Abernon provides a connection along Bookham</p>

	Road at Downside Village towards Bookham Common and onwards towards Fetcham / Leatherhead.
<b>How will you overcome the flooding on Plough Lane?</b>	We are investigating the severity and frequency of flooding at Plough Lane, and whether it would meaningfully interrupt travel patterns to any significant extent. We are exploring potential measures that may assist, however we would anticipate that cyclists to Cobham would choose a different route, a different way of travelling, or choose to make their journey on a different day in a severe flood event that may affect the route's usability.
<b>Why is the Long Reach / East Lane junction location not considered as important as some other locations?</b>	Long Reach / East Lane is an important location and we have proposed a treatment here to improve safety of cyclists crossing East Lane whilst trying to ensure these measures contribute positively to the public realm in this location.
<b>Please confirm whether rights of access over Lollesworth Lane have been agreed with the landowners.</b>	Lollesworth Lane is a dedicated bridleway and includes an existing legal right to travel over it by bicycle.
<b>Please provide basis / proof for ranking destinations by engagement feedback to date and details of what has been included under each category.</b>	Engagement feedback matters will be included in the Statement of Community Involvement which will be submitted as part of the planning application.
<b>The proposed cycle routes and projected travel times are noted as being from the centre of the Wisley development. Are the distances given also from the Wisley development centre?</b>	We are not sure as to the question's differentiation between the centre of development and the development centre, however we are happy to confirm that all travel times have been given from the centre of the development.
<b>The focus on trip reduction from primarily cycle and bus promotion is considered unrealistic, at least by the RHS who know this area and its residents all too well. Colin's confirmation that the forthcoming traffic model will rely on assumptions based on this trip reduction alerts the RHS as to whether the predictions, and therefore the impact on the RHS, will also be realistic.</b>	The modal share to be applied in light of the sustainable transport proposals will be described in the Transport Assessment and used to support the modelled impact on the relevant parts of the local (and strategic) road network.
<b>It is noted that both Ockham Road North and the Old Lane route to Effingham Junction station are equally described as 'with traffic main route – for more confident cyclist's'. Is this shared classification borne out by traffic survey figures? Are both routes of similar complexity? Please</b>	The routes are being considered for speed limitation, however these are proposed for the more confident cyclist. We are analysing survey data, and our final proposals will be supported by our model outputs to identify future predicted traffic flows.

<p><b>provide numeric justification and rational for this classification.</b></p>	
<p><b>WHPC question the safety of cyclists crossing or cycling along Ockham Road North at several locations. Have TW considered current crash/fatality data? How would any increase usage by cyclists' impact on these numbers and how are TW proposing to mitigate against the same?</b></p>	<p>The proposals for this section of road introduce measures to both discourage speed and to make the crossing points safer. In the preparation of the proposals, we have examined available information on road traffic collisions on relevant parts of the network and our measures have been designed to seek to improve cycle and traffic safety.</p>
<p><b>Please prove numeric analysis of how many people will realistically use e-bikes to commute from FWA to London.</b></p>	<p>It is considered that a range of trips will be undertaken by e-bike, including as part of commuting to a range of destinations including London, Guildford, Brooklands etc, and also social domestic and general business other than peak commuting.</p>
<p><b>Is any separation proposed between cyclists and motorists on any off-site cycle route? If so, how do TW intend to deliver road extensions/pavement/land to widen roads etc to put in cycle ways? If not, how can TW guarantee cyclists' safety?</b></p>	<p>See route treatments proposed in route map shared at engagement events and example images. Dedicated cycle lanes are proposed on route sections where traffic volumes and speeds require segregated provision and where there is adequate highway space (e.g. Portsmouth Road to Ripley, Downside Bridge Road to Cobham). In other locations, with lower traffic volumes and speeds, and highway width constraints, measures are designed to control traffic speed and volume so that it is acceptable for cyclists to mix with general traffic. The proposals also make use of traffic-free sections (e.g. path along railway to East Horsley, Muddy Lane bridleway towards Byfleet, Downside Common village to Stoke D'Abernon).</p>
<p><b>Please confirm in detail which approach and what signage, road markings and lighting solutions are proposed for each route into Horsley Station.</b></p>	<p>This will form part of the detailed route proposals to be considered as part of schemes subject to condition/obligation.</p>



## Treatments

Questions	Answers
<p><b>Who will enforce the new speed restrictions if they are implemented?</b></p>	<p>The way in which the routes are designed will seek to enforce new speed restrictions, through a combination of measures including place-led interventions and traffic calming measures to change the 'feel' of a section of highway, designation of Quiet Lane status, removal of centrelines and so on. The detailed route proposals will show the proposed measures.</p>
<p><b>On the Long Reach cycle route to Horsley, there is a section which follows the footpath on the railway (footpath 99). You are indicating that this will become a 2.5m wide shared footway and cycleway. Who will deliver this?</b></p>	<p>Along the route we aim to achieve a 2.5m width where we can as there are a number of pinch points. Surrey County Council have identified this as a popular route that would be suitable for upgrading, and as highway authority they possess the ability to affect this, funded by contribution.</p>
<p><b>Is there any provision for cyclists along Old Lane?</b></p>	<p>We will be proposing a reduction in speeds on Old Lane to calm traffic along this road for both cyclists and car users.</p>
<p><b>Will you be designing the treatments against the Gear Change principles?</b></p>	<p>We are seeking to comply with LTN1/20 cycle infrastructure guidance that was issued alongside Gear Change document.</p>
<p><b>Are there any plans for an improvement on the bridge crossing on the Wisley Lane?</b></p>	<p>The Highways England Junction 10 DCO scheme will partly include the construction of a new link road over the A3 towards the Ockham Interchange. This will include a segregated cycle path on the bridge.</p>
<p><b>How will you make the heritage treatments safe for younger cyclists who do not understand the visual indicators?</b></p>	<p>The provision of excellent cycle infrastructure on-site, plus the commitment of Surrey County Council to offer Bikeability Level 1 and 2 training to primary school students will help younger people to become confident cyclists who understand how to conduct themselves safely. Our cycling proposals should be intuitive to understand and use.</p>

<p><b>What restrictions can you put in place to ensure that Old Lane becomes a quiet lane and do you have any modelling to show potential traffic flows on the quiet lanes after the development?</b></p>	<p>We are not proposing that Old Lane becomes a Quiet Lane.</p> <p>We are in the process of finalising our traffic modelling. This is a lengthy process and we have taken our time with this to ensure that the data produced is accurate. We will be publishing the traffic modelling as part of the planning submission.</p>
<p><b>Will there be waterproof charging sockets for electric bikes in the cycle storage areas?</b></p>	<p>This will be included in the detailed design for the houses, but we cannot see any reason that sockets could not be included.</p>
<p><b>Will you be improving cycle storage at any of the local stations to improve security?</b></p> <ul style="list-style-type: none"> <li>○ What are the proposals for additional cycle parking and charging, particularly at rail stations, especially at Effingham Junction and Horsley?</li> </ul>	<p>Options for increasing cycle storage capacity at relevant key cycling destinations are being developed in consultation with South Western Railway. Current industry approach is that e-bike charging is best located at residential properties – the length of journeys to the stations means that they are easily accommodated without the need for destination charging.</p>
<p><b>West Horsley Parish Council would like to see proposals for additional cycle parking and e-bike charging points in the surrounding areas?</b></p>	<p>Noted, it would be helpful to understand where WHPC consider such locations might be.</p>
<p><b>WHPC do not believe that cycle signage to Horsley station is necessary on Kingston Avenue when the corporate high level station signage is clearly seen on Station Approach? Please confirm that this will be removed.</b></p>	<p>Noted and we are happy to look at this, although we consider that cycle route signage on Kingston Avenue for people travelling from the station would be useful.</p>
<p><b>What is the proposed timescale for delivery of each element (Bus/Cycle/Car) of the Transport strategy? What will be provided pre-commencement of the development?</b></p>	<p>This is currently being developed and discussed with SCC and will be detailed in the mitigation proposals secured by condition or obligation to the planning consent.</p>
<p><b>Is it the case that SCC have discussed and agreed all the other local area treatments indicated, thus these were shared for discussion whilst route to Effingham Junction (and Cobham) were not?</b></p>	<p>Discussions with SCC are ongoing with regard to all aspects of the sustainable transport proposals.</p>
<p><b>Please confirm if TW are still considering potential southbound traffic access from Ockham Park.</b></p>	<p>A separate exercise “The Ripley South Study” is being undertaken in accordance with relevant DfT / HE requirements, and it is currently considered that South Facing Slips at Ockham Park Junction</p>



	will be considered as an option within this exercise.
<b>What provision is being proposed to accommodate increased vehicles at local village centres and rail stations?</b>	Traffic surveys and model basis data will be referenced within the TA, with associated mitigation proposals to mitigate impact where relevant and necessary.
<b>Please provide details and specify what TW think already exists regarding the community facilities map including the number of pubs in Wisley and the health score in West and East Horsley.</b>	Further detail relating to the amenities at destinations is subject to confirmatory research - this responds to helpful feedback from the CLG.
<b>WHPC are anti-speeding, but all this signage proposed will completely urbanise the landscape. Constant slowing down and speeding up (together with having more traffic on the roads) would change the very nature of the semi-rural village. What consultation or evidence has been gained or undertaken to support these proposals? Please confirm if the police have been consulted regarding these proposals and, if so, advise as to their response.</b>	<p>The CLG was the first stakeholder group to be consulted as part of a specific stakeholder engagement exercise relating to the proposed cycling provision.</p> <p>Our proposals are seeking to respect the rural / semi-rural nature of the lanes and the villages, whilst improving safety for cyclists and reducing traffic speeds. For example, our heritage treatments in village centres will involve the removal of centrelines, we will use stone sets as rumble strips (rather than painted lines) and our traffic calming measures on rural lanes will use a sensitive natural design (grass buildouts) rather than overly engineered solutions. We welcome feedback on the examples shown in the engagement materials.</p>
<b>What provision is being proposed to safely accommodate such increases on existing off-site infrastructure?</b>	Traffic surveys and model basis data will be referenced within the Transport Assessment, with associated mitigation proposals to mitigate impact where relevant and necessary.
<b>What increases are envisaged because of the new development?</b>	The traffic surveys and model basis data will be referenced within the Transport Assessment.
<b>WHPC support the landscaped solution to the very awkward and possibly unsafe junction at the intersection of Station Approach and Ockham Road North. Creating a landscaped safe haven here could positively impact the village scene. Vehicular and pedestrian access to and from the station at this location is currently confusing and potentially</b>	Thank you for your comments on this matter. The zebra crossing is a proposal to support safe crossing of the road by less confident users, as well as to provide better access for pedestrians travelling to/from the station from the west side of Ockham Road North. It should also help to slow traffic on its journey through the heart of the village, making the junction safer.

<p><b>dangerous. What evidence is there to support another zebra crossing in this location?</b></p>	
<p><b>Please confirm whether TW will be paying for the widening of footpath 99 alongside the railway track for its' whole length, not just between Lollesworth Bridge and Kingston Meadow, which would become essential for the safety of both cyclists and pedestrians.</b></p>	<p>Detailed improvements to the section identified in the route plan will be developed in the detailed design.</p>
<p><b>WHPC reject the need for any extraneous signage, particularly the cycle signage indicated on this plan, as it further urbanises this rural location. Please confirm that all such signage will be removed from proposals.</b></p>	<p>Appropriate signage is an important element of the route treatments – current guidance is clear that routes should be clearly and appropriately marked, and appropriate signage is important to manage the relationship between road users.</p>
<p><b>Please confirm what road surface treatment is proposed for the area between the 'rumble strips' on East Lane/ The Street? WHPC do not wish to see a patchwork of numerous coloured road surface treatment.</b></p>	<p>Materials treatments are subject to detailed design however WHPC's comments are appreciated - thank you.</p>
<p><b>Please confirm which new paved road surfaces are proposed on all routes. Are the green shaded carriageways in 20 mph zones indicating new recoloured road surfacing?</b></p>	<p>This will be described in the detail route design.</p>
<p><b>Are TW proposing to mark 20 mph / 30 mph signs on the actual road surface? This would increase the urbanisation of the surrounding areas.</b></p>	<p>A range of signage measures are being considered including road markings.</p>
<p><b>What, if any, road repairs or 'improvements' (such as increased street lighting) are proposed to existing carriageways or drainage? WHPC are aware of numerous issues with existing road surfaces, including potholes and subsidence. Any proposals for safe cycle routes must address the existing road condition.</b></p>	<p>Ongoing maintenance of the public highway is a matter for SCC, however cycle route development is considering appropriate surface lighting / reflectors at appropriate locations – example images were included in the CLG presentation.</p>



## Bus Routes

Questions	Answers
<b>Will you be including a map with all of the bus routes as well as the rights of way so that we can see where the busses will link in with walking routes?</b>	Thank you for the suggestion. We will include this as part of the final planning application that is submitted by Taylor Wimpey.
<b>Please confirm whether all buses will be single decked.</b>	Yes, we can confirm that the buses will be single decked.
<b>Please confirm what the capacity is of each element of the proposed bus strategy.</b>	The type of bus and its accessibility / form of power (i.e. EV / ICE) is being discussed and will inform the specification and capacity of the bus service at different stages of the development's build.
<b>Will the bus service will be timed to coordinate with the rail service in so far as possible and that the proposed 23.59 service will be extended to meet the last train?</b>	The bus services minimum service standard will be specified to a time period, and train times may vary, however the WACT transport board will be able, with SCC, to vary the detail of the proposed service to respond to prevailing demand etc. appropriately within constraints.
<b>Given the introduction of buses onto new routes, has consideration been given to their impact on existing road capacity and junctions? With particular reference to the junction of Ockham Road South and Forest Road. Please confirm that a bus will be able to negotiate that turn at peak traffic periods.</b>	The traffic model will specifically consider the immediate local road network, and the bus service routes will be considered in light of this.
<b>What are the proposed times of H1? Please confirm whether they as per H2.</b>	See table for frequency of proposed service – this remains provisional but will be confirmed in the mitigation proposals supporting the planning application.
<b>Please provide evidence of current working assumptions for commuting modes.</b>	Information relating to likely behaviour of residents and propensity to travel by sustainable means is being developed and will support the Transport Assessment and modal share assumptions.
<b>How much actual analysis has been carried out by TW into the likely consumer preference of destination of potential residents?</b>	The potential social-economic profile of the likely residents of FWA is being considered as part of the proposals.

<p><b>There are no distance/travel time figures for West Byfleet or Byfleet and New Haw stations.</b></p>	<p>The travel time is shown to/from the destination which is primarily for employment purposes.</p>
<p><b>WSP said that “in the early years, the H1 bus service would be to Horsley and back via Ockham Road North, until the Old Lane access is provided”. When do TW currently envisage the Old Lane access being created and bus service H2 being instigated?</b></p>	<p>This will be in accordance with the build programme.</p>

Thank you for taking the time to read this document. If you have any questions please don't hesitate to contact us at [consultation@wisleyairfield.com](mailto:consultation@wisleyairfield.com).

