



Former Wisley Airfield

Community Liaison Group
Meeting 10

Topic: Emerging Transport Proposals

April 2021

Introductions



OCKHAM PARISH COUNCIL



Effingham
PARISH COUNCIL



RHS



Surrey
Chambers of
Commerce
The Ultimate Business Network

Ripley Parish Council



West Horsley
Parish Council



ramblers
at the heart of walking



Cobham & Downside
Residents Association



SAFER GUILDFORD
a partnership approach



WEST CLANDON



East Horsley
Parish Council

Wisley Action
Group



All Saints' Church, Ockham
with St Michael's Chapel, Downside

G-BUG Guildford Bike User Group

Sustainable Transport

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Technical Director



Agenda

- Policy background
- Bus services
- Site design for sustainable transport
- Cycling facilities
 - On site
 - Off site
- Behavioural change in travel
- Transport assessment update
- Q & A

Policy background

Local Plan Policy Overview

GBC Policy A35 key messages on buses and cycling

“A significant **bus network** to serve the site and which will also serve Effingham Junction railway station and/or Horsley railway station, Guildford and Cobham. This will to be provided and secured in perpetuity to ensure that residents and visitors have a sustainable transport option for access to the site.”

“An off site **cycle network** to key destinations including Effingham Junction railway station, Horsley railway station / Station Parade, Ripley and Byfleet to be provided with improvements to a level that would be attractive and safe for the average cyclist”.

However the Policy also provides flexibility for alternatives to these provisions:

“When determining planning application(s), and attaching appropriate conditions and obligations to planning permission(s), regard will be had to the delivery and timing of delivery for the key infrastructure requirements on which the delivery plan depends, set out in the Infrastructure Schedule in the latest Infrastructure Delivery Plan, or otherwise alternative interventions which provide comparable mitigation.”

How will sustainable transport measures be secured?

- Planning Obligations in a legal agreement (S106)
- Planning Conditions
- A Community Trust (WACT) will be set up to run services and manage assets

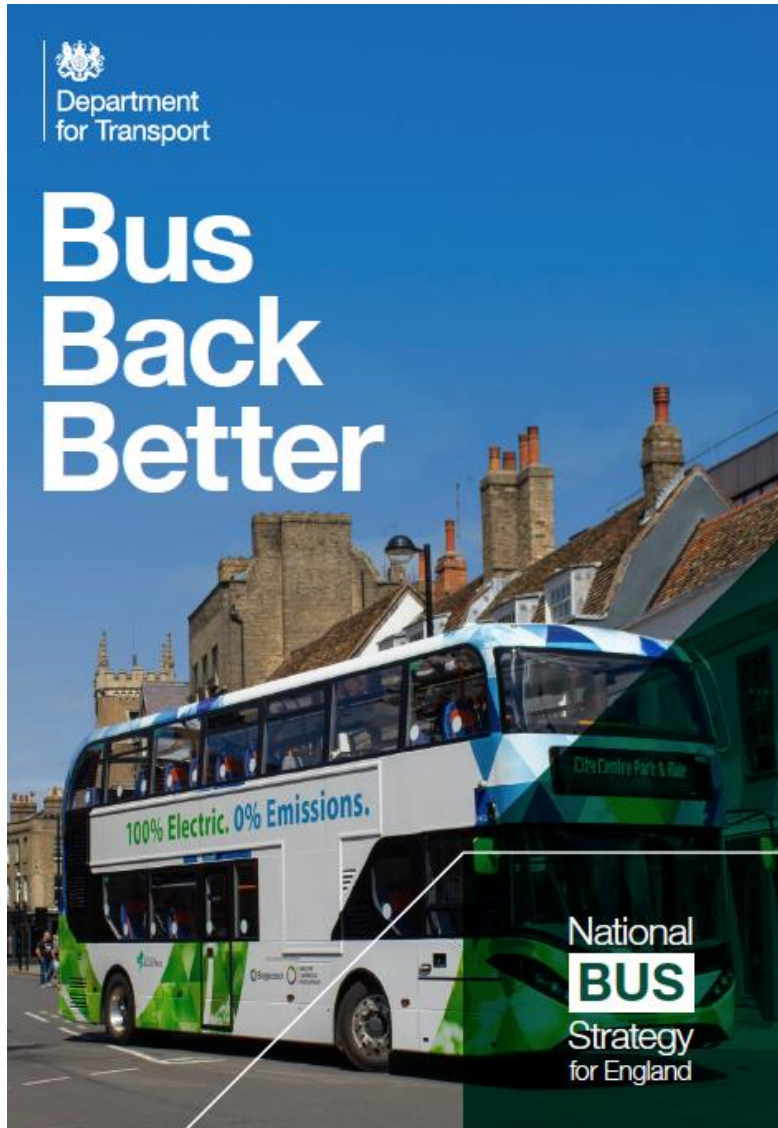
SoS Decision at Appeal – Sustainable transport

Appeal scheme decision

.....the Secretary of State agrees with the Inspector's conclusion at IR20.81 that, overall, the proposals go a long way towards making the location more sustainable, as sought in paragraph 17 of the Framework. However, he agrees with the Inspector that the proposal would not be in full accord with emerging Policy A35 of the emerging Local Plan as it would fail to provide the required cycling improvements, and he gives limited weight to that.

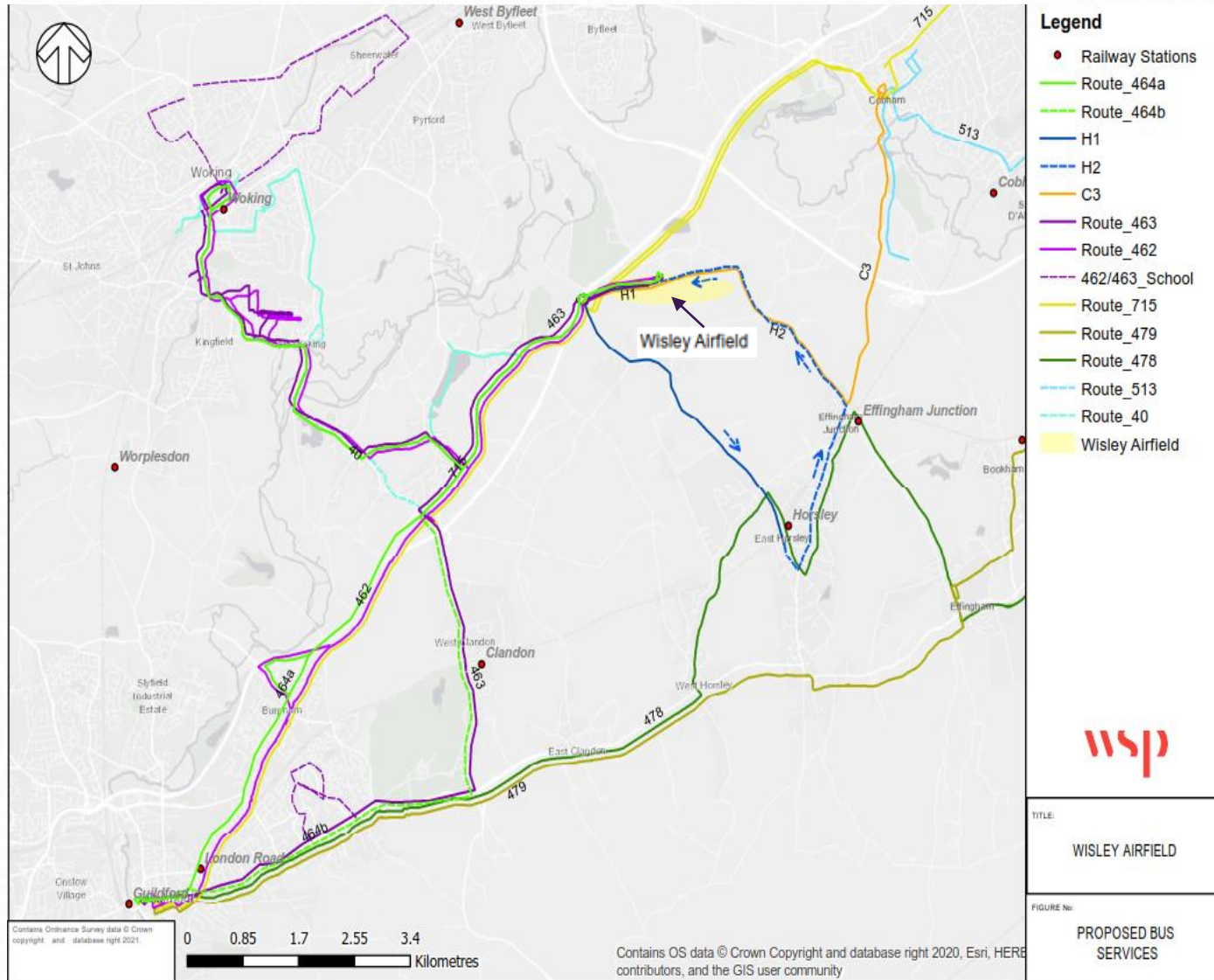
Bus services

Bus proposal – UK Government context



- £3bn funding to level up buses across England towards London standards
- Proposes a move away from deregulation with major implications for local transport authorities
- Compatible with gear change for cycling
- Encourages compatibility between the sustainable modes.
- Proposes ending the sale of new diesel buses

Bus routes

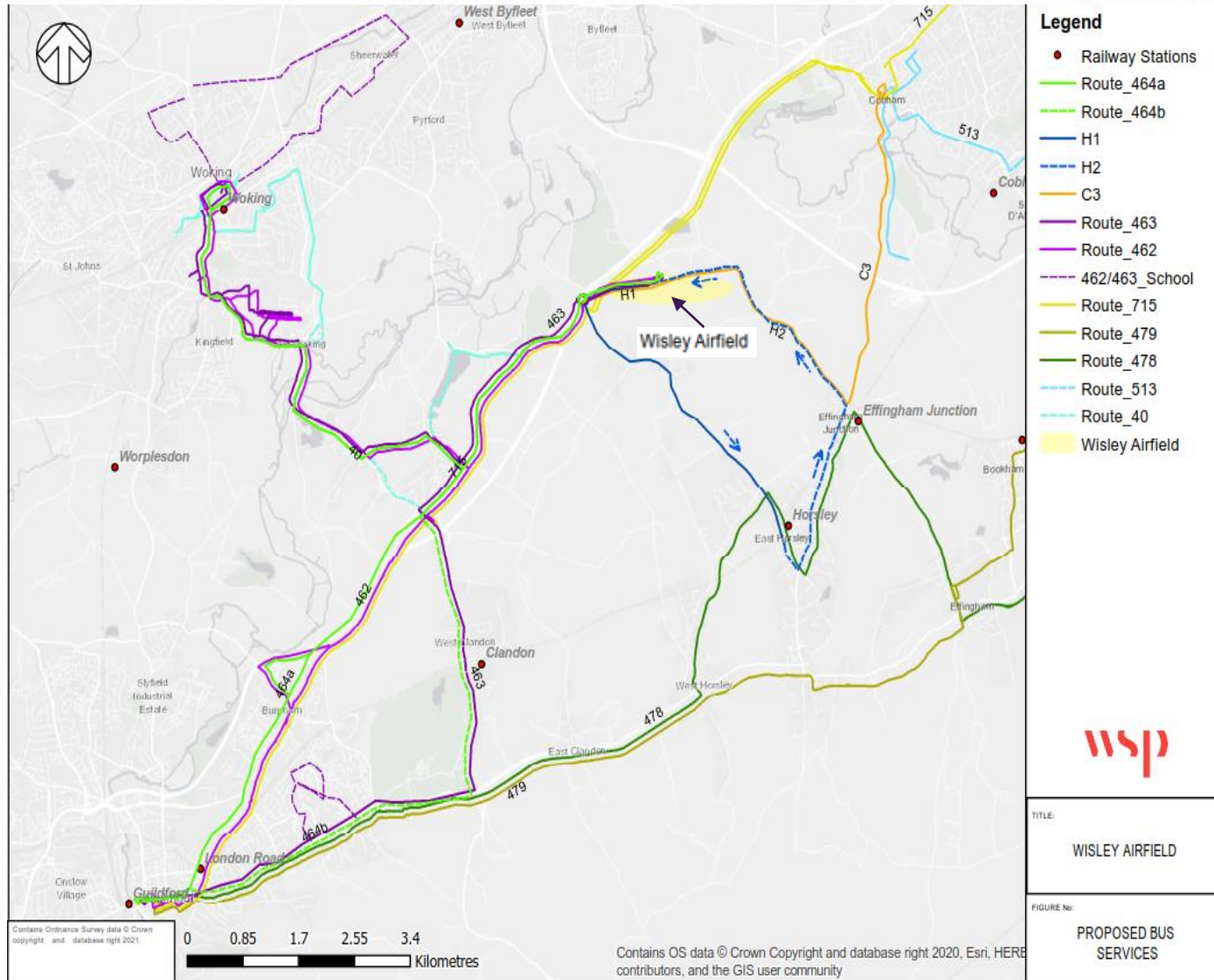


Proposed bus services

Connectivity	Wisley – Horsley Station – Effingham Junction (H2)	Wisley – Guildford (W1)	Wisley – Woking (W2)	Wisley – Cobham (C3)	Bus Type
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<p>Fully Integrated Service with routes 462/3 – Woking and Guildford SCC services augmented</p>	<p>4 buses per hour (Monday to Friday peak periods, 05:30 to 09:30 and 16:00 to 23:59)</p> <p>2 buses per hour (Monday to Friday 09:30 to 16:00 and Saturday and Sunday 07:30 to 22:30)</p>	<p>2 buses per hour (Monday to Friday, 06:30 to 22:30), (Saturday, 07:00 to 19:00) (Sunday, 09:00 to 19:00)</p> <p>Note: 1 bus per hour via Burpham and alternating service every hour via either Burpham or Merrow</p>	<p>2 buses per hour (Monday to Friday, 06:30 to 20:00), (Saturday, 07:00 to 19:00) (Sunday, 09:00 to 19:00)</p>	<p>1 bus per hour (Monday to Friday, 07:00 to 20:30) (Saturday, 07:00 to 18:30) (Sunday, 09:00 to 18:30)</p> <p>or</p> <p>Demand Responsive Transport (DRT) available 7 days a week</p>	<p>Battery Electric Buses for services H2 and C3</p> <p>W1/W2 to match Surrey CC vehicles</p>
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Bus routes



Bettering policy requirements

- Providing an additional destination to Woking
- Providing an in-perpetuity bus service to both Effingham Junction and Horsley Station
- Providing electric vehicles

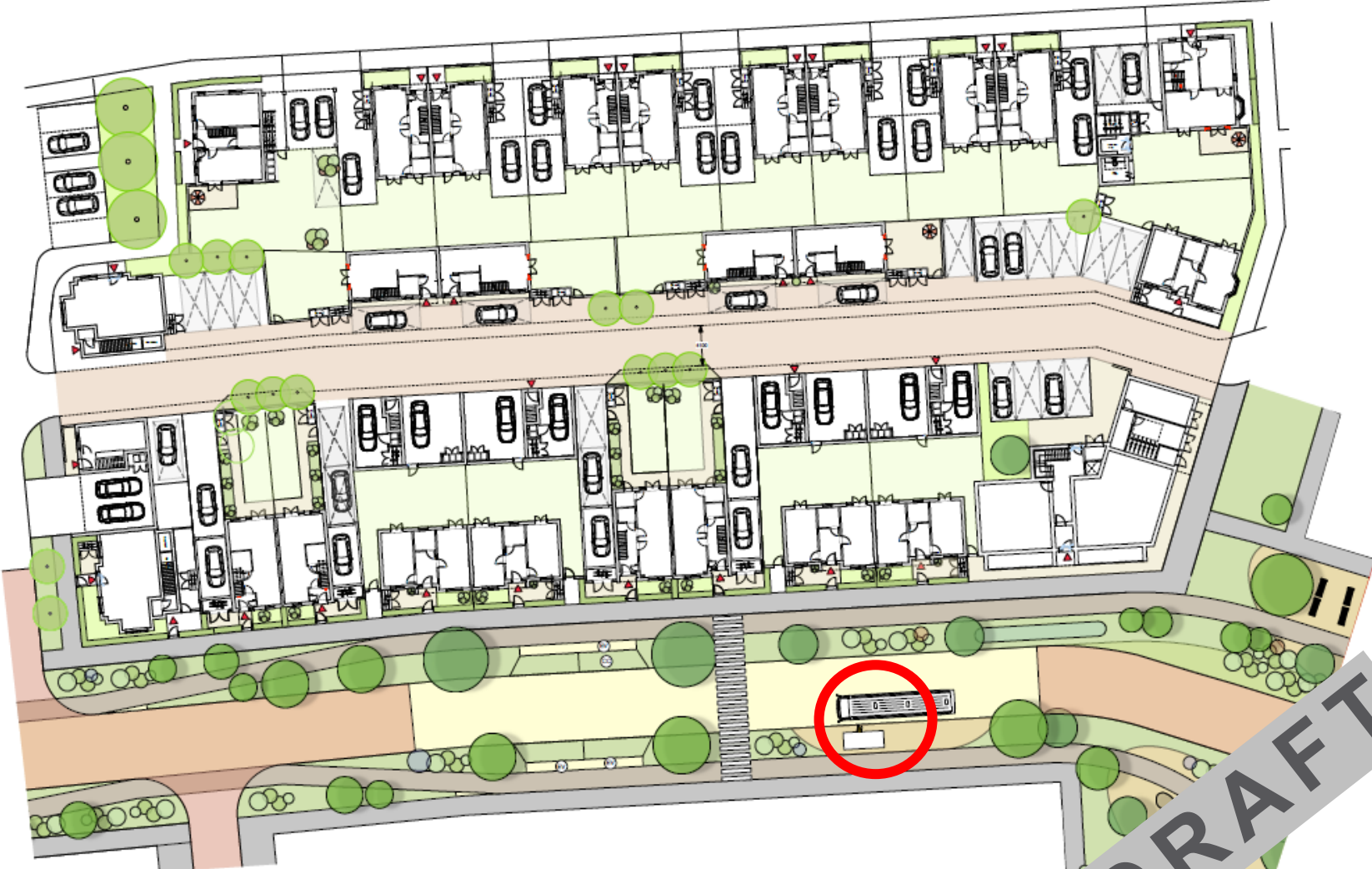
Site design

How sustainable transport is embedded in the emerging design

Emerging parcel example - *medium density*

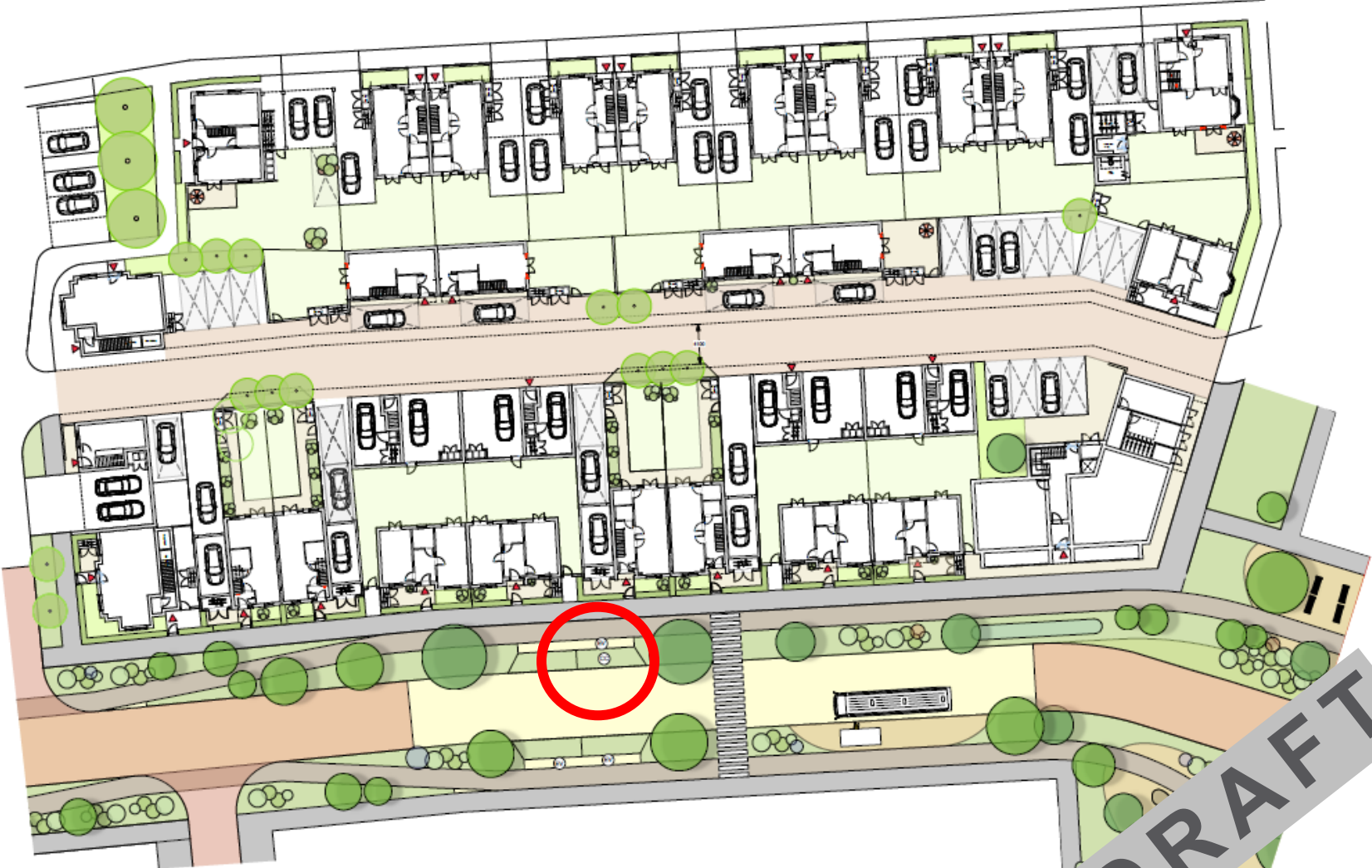


Embedded in the design - walk to the bus stop



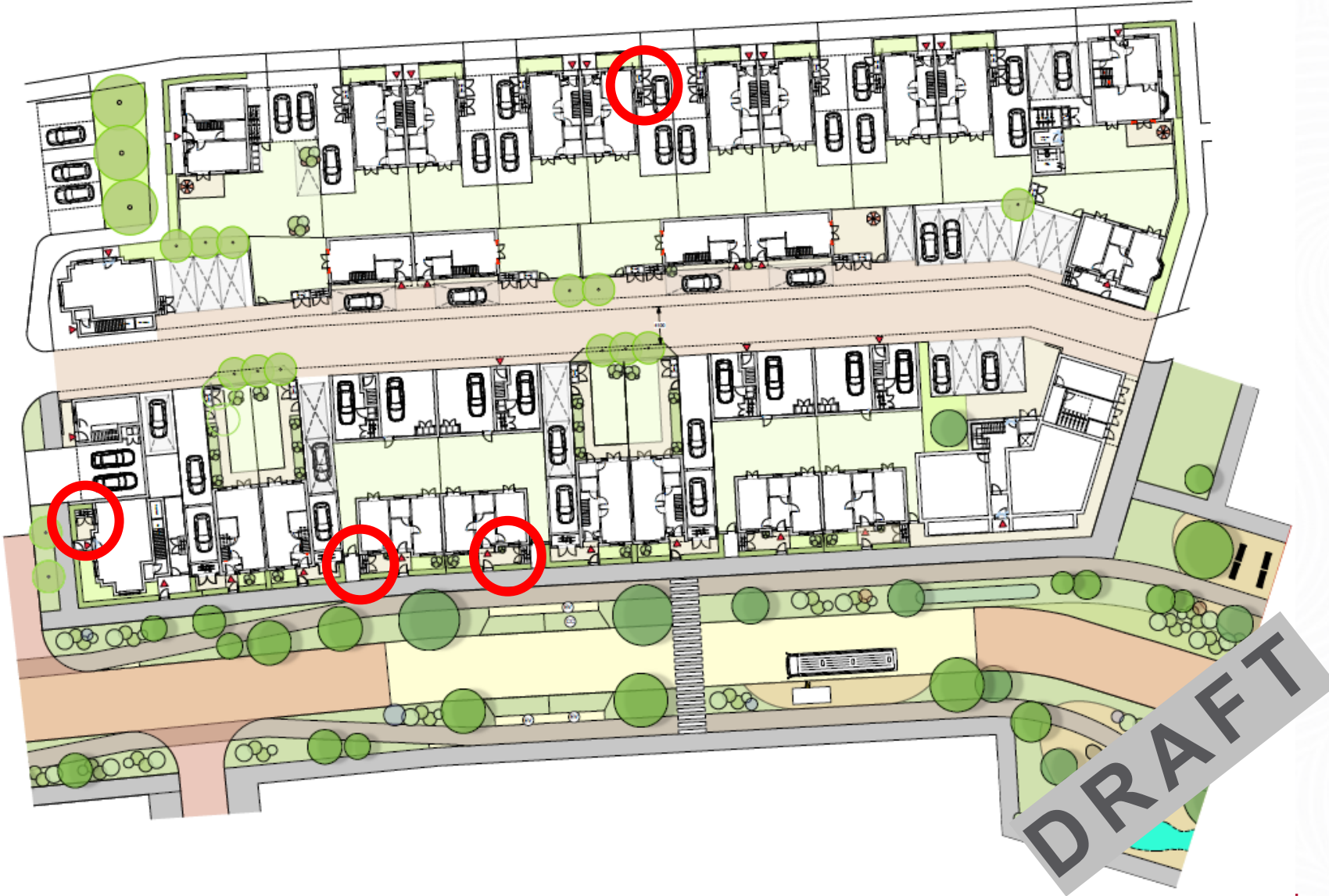
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Embedded in the design - car clubs

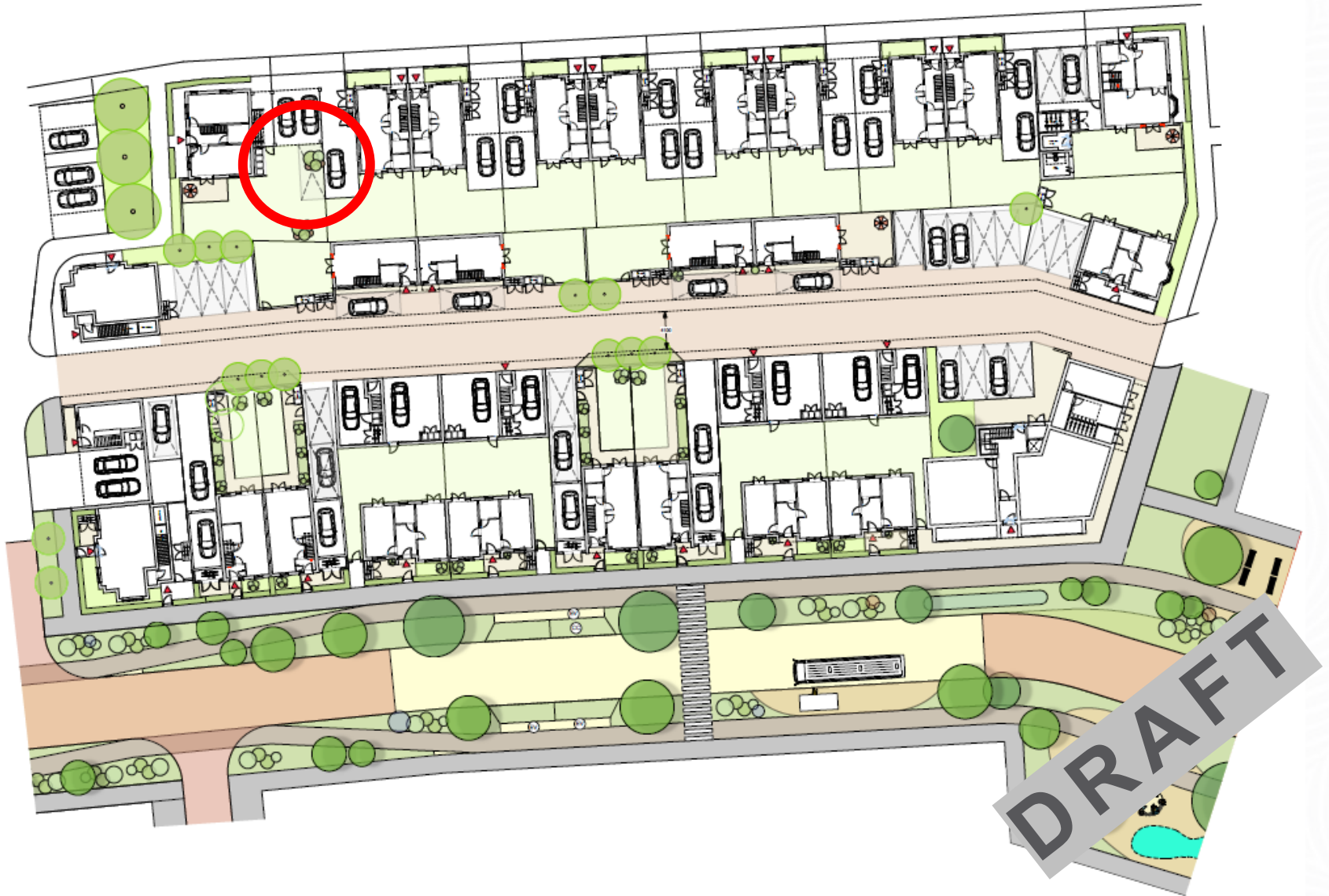


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Embedded in the design - bike accessibility - first choice



Embedded in the design - on plot flexible parking



Embedded in the design - flexible parking courts

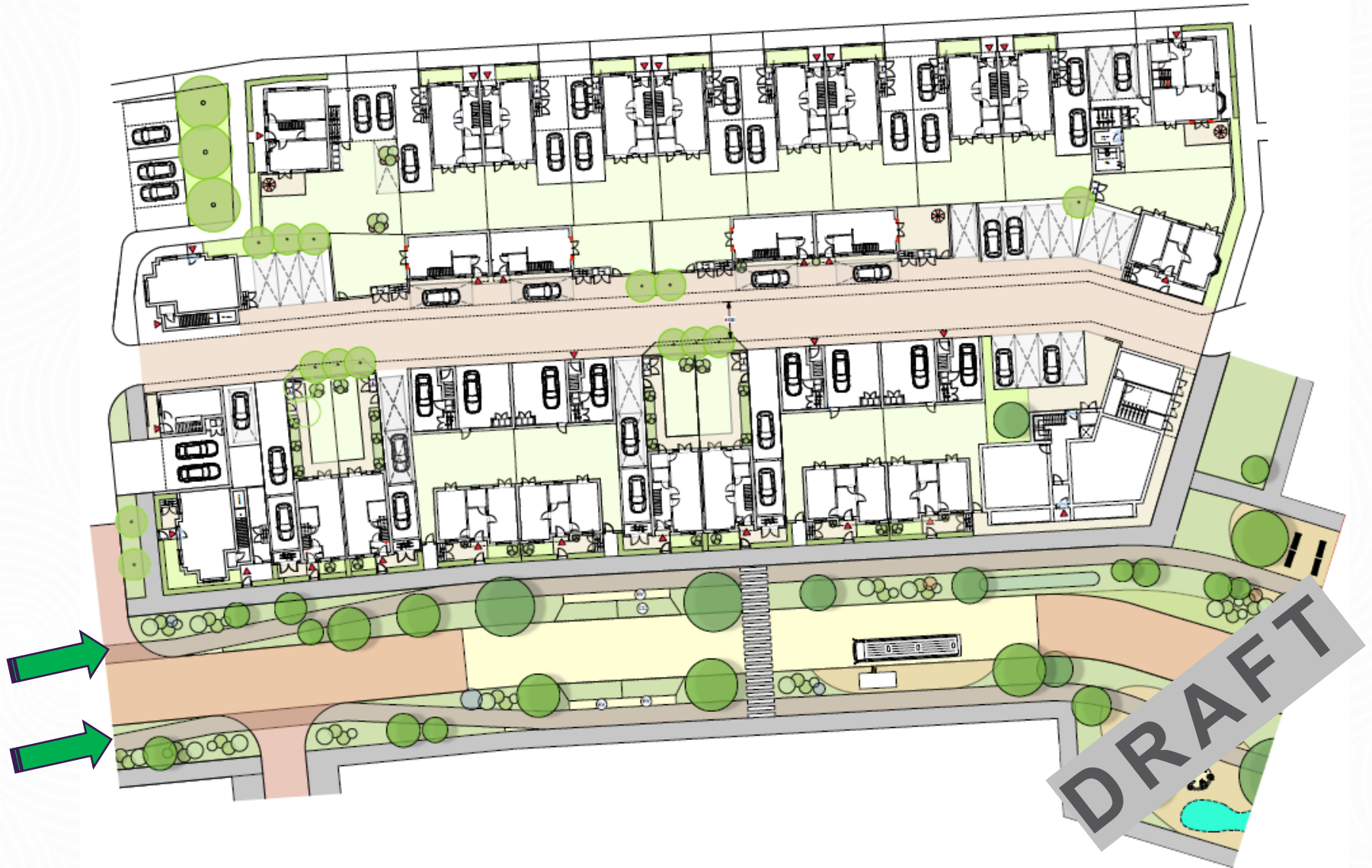


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Embedded in the design - flexible workspace



Embedded in the design - segregated cycling lane



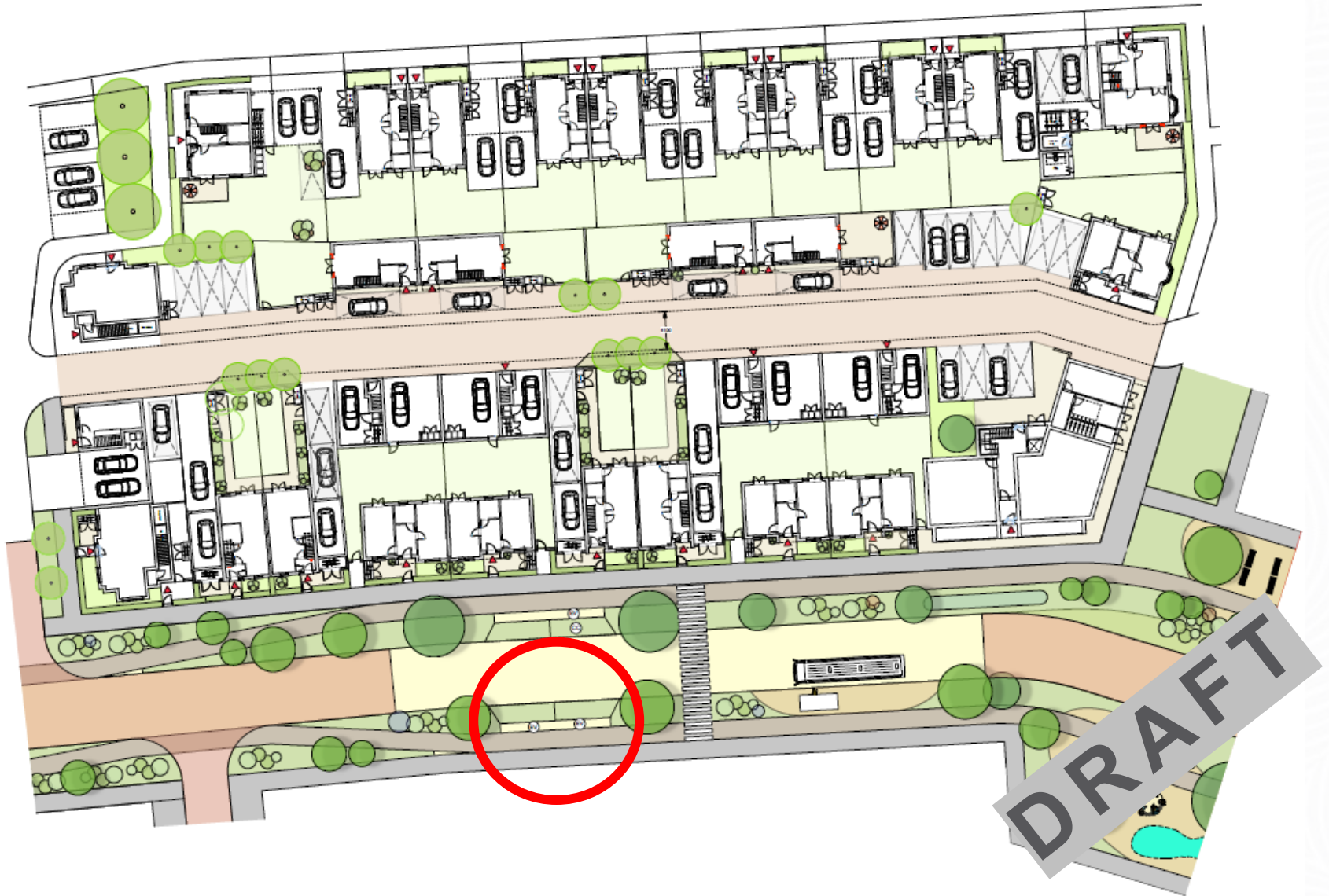
Embedded in the design - segregated pedestrian paths



Embedded in the design - cycling priority



Embedded in the design - EV charging



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Cycling

Cycling – a rich local heritage



2012 Olympic cycling route

Lady Harberton - suffragette and pioneering cyclist

Providing for cycling within the development

- Exemplar and pioneering development
- Neighbourhood size and amenities reducing need to travel to external destinations
- Best in class cycling provision within development
- Secure bike storage at every home
- Support services to help people take up cycling
- Cycling and walking default modes of choice for local journeys



Providing for cycling within the development



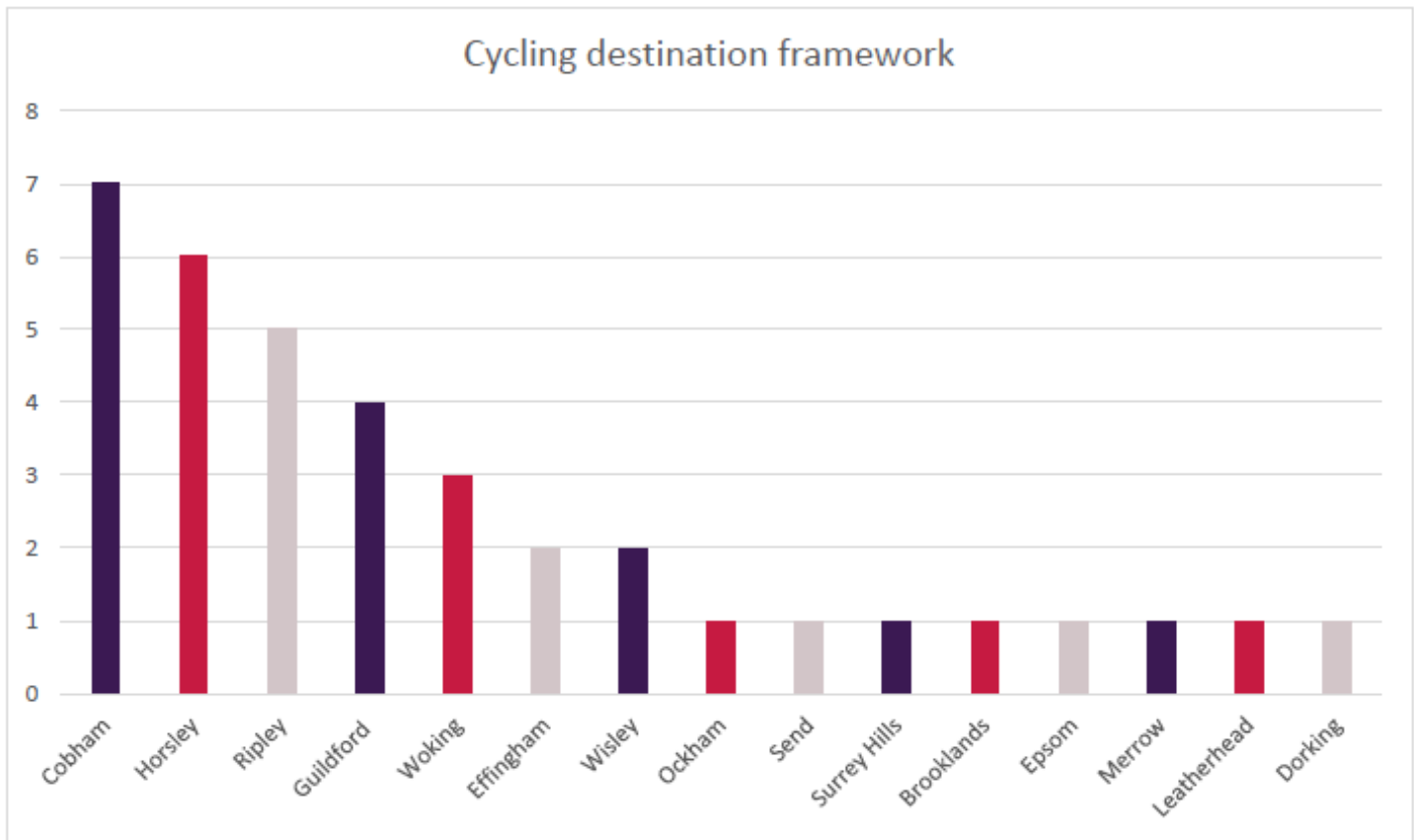
- Segregated by highway
- Traffic free
- Recreational route
- Shared minor road

Off-site cycling facilities

Review of destinations

Off-site cycle route proposal

Ranking destinations - engagement feedback to date



Amenities at destinations – relative scoring

Type of amenity	No. of categories	Cobham	West and East Horsley	Byfleet	Ripley	Wisley	Effingham Junction	Ockham
Play & sports facilities	4	4	4	3	3	1	1	1
Community facilities	3	3	3	3	2	1	1	0
Health	3	3	3	3	2	0	1	0
Education	3	3	2	3	1	0	0	0
Places of worship	1	1	1	1	1	1	1	1
Retail	8	7	7	5	5	1	1	0
Pubs and restaurants	2	2	2	2	2	2	0	1
Rail station	1	1	1	1	0	0	1	0
Total categories	25	24	23	21	16	6	6	3
Total individual amenities		85	53	65	38	9	6	4

Horsley and Cobham / Stoke D'Abernon rank significantly higher than Effingham Junction as a destination – subsequent rail stops

Destinations – cycling route travel time and distance

Destination	Distance (miles)	Time (mins)		
		Leisure (8mph)	Commute (12mph)	Electric (14mph)
Cobham	3.4	26	17	15
Stoke D'Abernon Rail Station	4.0	30	20	17
Horsley: via Long Reach	3.3	25	17	14
Horsley: via Ockham Rd N	2.5	19	13	11
Ripley	1.9	14	10	8
Byfleet	3.4	26	17	15
Effingham Junction	2.1	16	11	9

- All destinations travel time from centre of the site
 - 30mins leisure cycle
 - 17mins e-bike cycle
- All destinations within 4 miles

Bettering policy

- Additional 2 additional destinations served by routes that are lightly trafficked / traffic free – and with a better range of facilities than Effingham Junction

How e-bikes help:

- People to start cycling - in pilots, 1 in 3 users didn't cycle at all before
- Promote inclusivity - 45% of e-bike users are women compared to 25% of conventional bike users, and 81% of e-bike miles cycled in Netherlands are by those >50
- Encourage people to cycle for longer journeys – average trips are 5 miles, compared to 3 miles for conventional bike
- Replace car trips - 43% of e-bike journeys replaced trips previously made by car

Brighton, pilot work-based scheme:

- Average distance by e-bike per week: 20.7 miles
- 2.2 work trips per week
- 2.7 trips per week
- 43% of e-bike trips replaced car driver trips
- 20% reduction in overall car mileage

Off-site cycling facilities

Potential solutions

Types of route treatment - examples

Fully segregated



Fully segregated: two-way adjacent to highway (Oxfordshire Cycle Design Standards)



Segregated with-flow cycle lane, Manchester

Light segregation



Light segregation: stepped cycle lane, Manchester



Advisory coloured cycle lane, Cambridge, Dft LTN 1/20

Types of route treatment - examples

Quiet lane



Traffic free



Quiet lane, CPRE



Quiet lane signage

Off-road cycle route, Netherlands



Bridleway to Stoke D'Abernon

Types of route treatment - examples

With traffic on calmed residential streets



Cycle friendly residential street, Cardiff



20mph zone, Downside Common Village



20mph and traffic calming,
Oxfordshire Cycle Design
Standards

Types of route treatment - examples

Gateway treatments



Buriton, Hampshire (Buriton Parish Council)

'Conservation Area' treatments



Traffic management in conservation area village of Buriton, Hampshire (Buriton Parish Council)



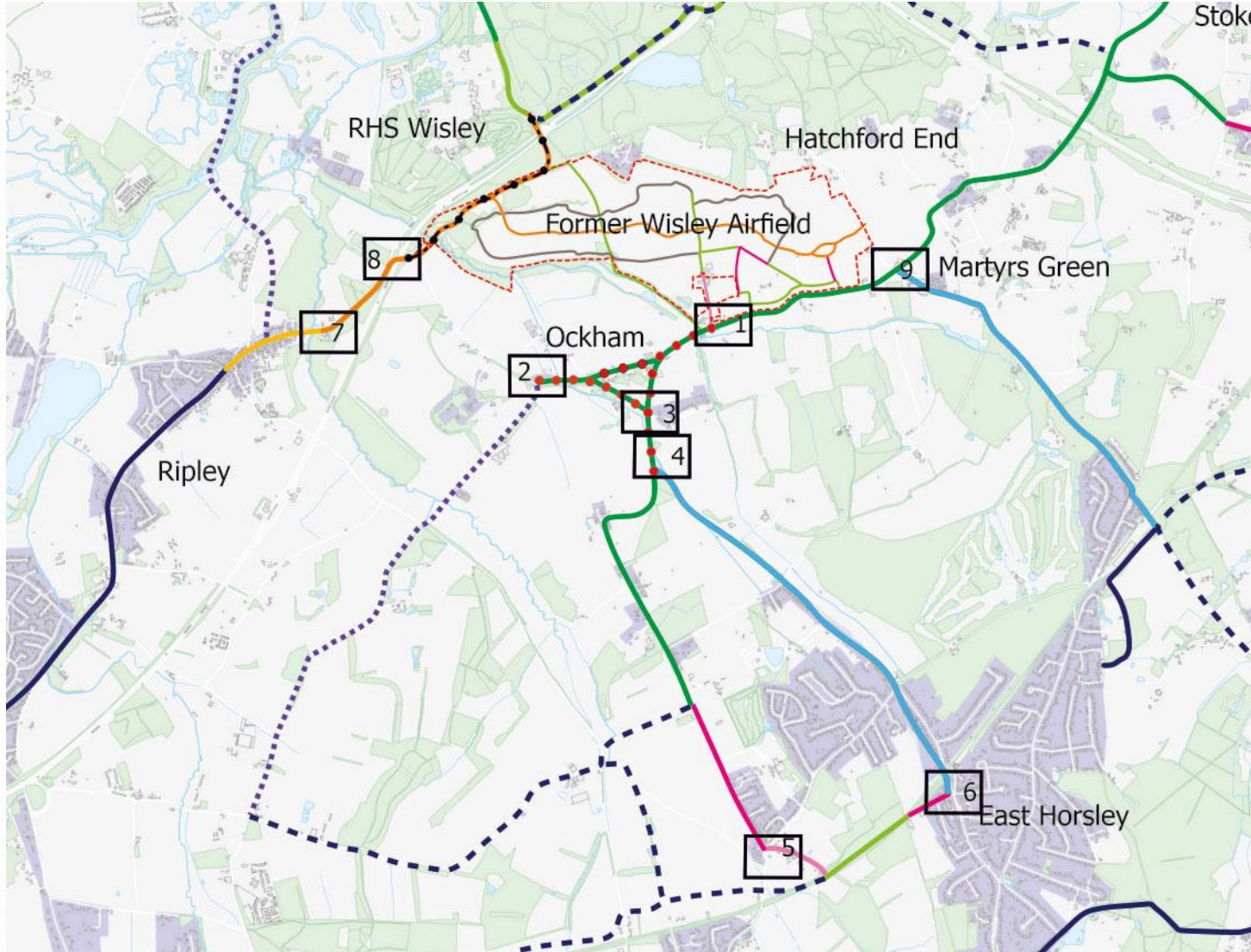
'Low profile rumble strips', Northumberland, quicksetts.com



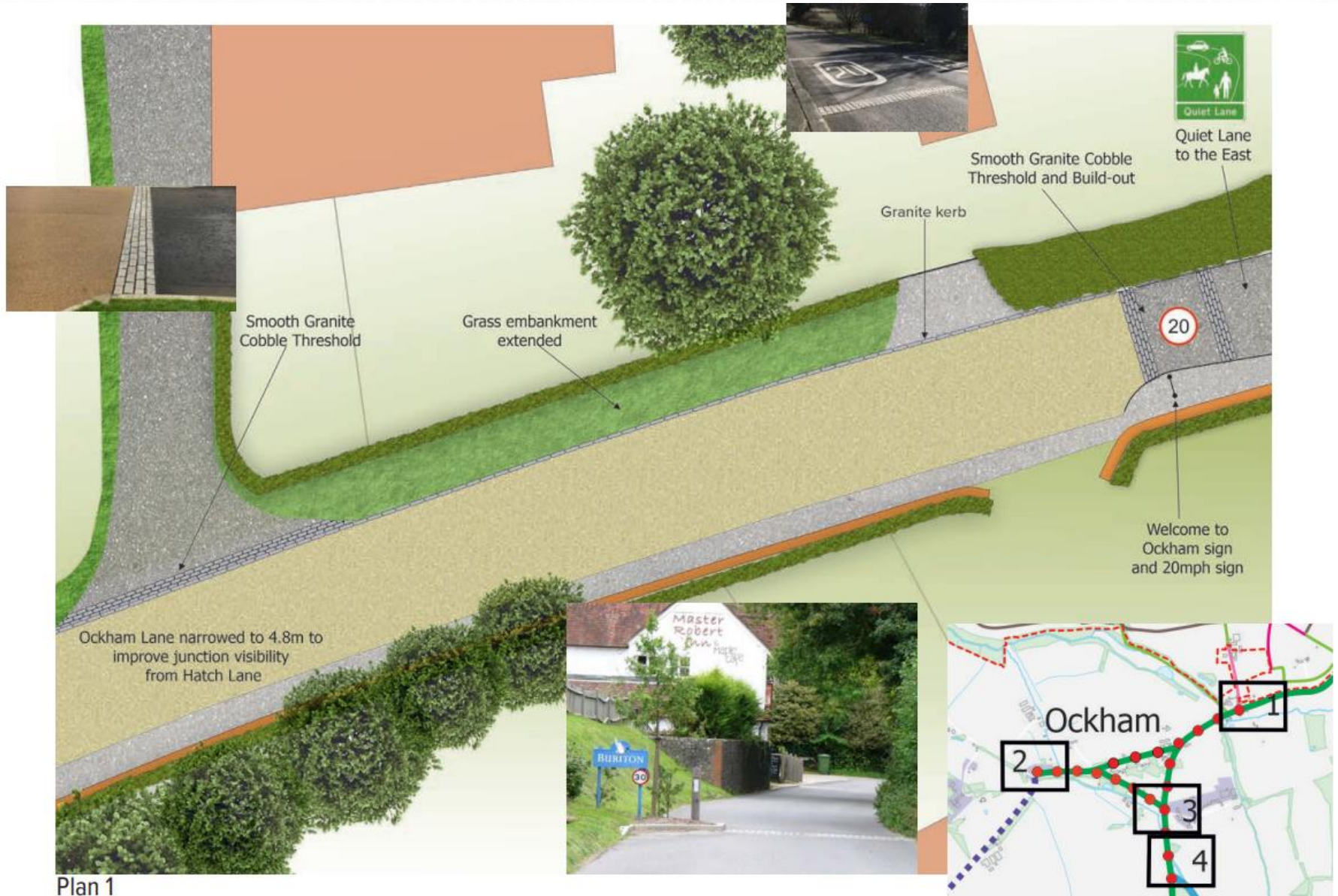
Off-site cycling facilities

Proposals in key locations

Local area treatments



Conservation area treatments – local points



Conservation area treatments – local points



Plan 2

Conservation area treatments – local points



Plan 3

Conservation area treatments – local points



Plan 4

Local area treatments – Long Reach



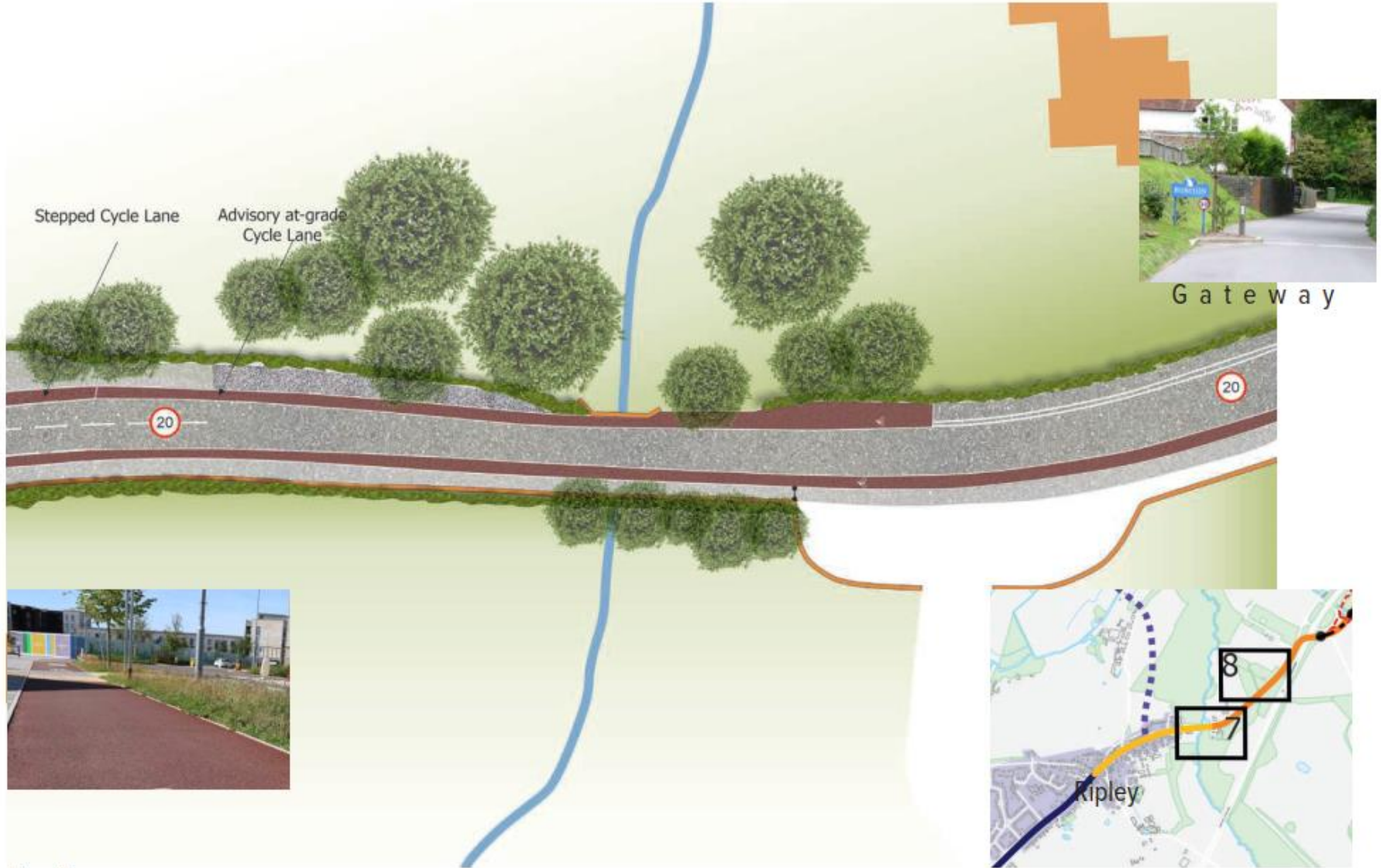
Plan 5

Local area treatments – Horsley



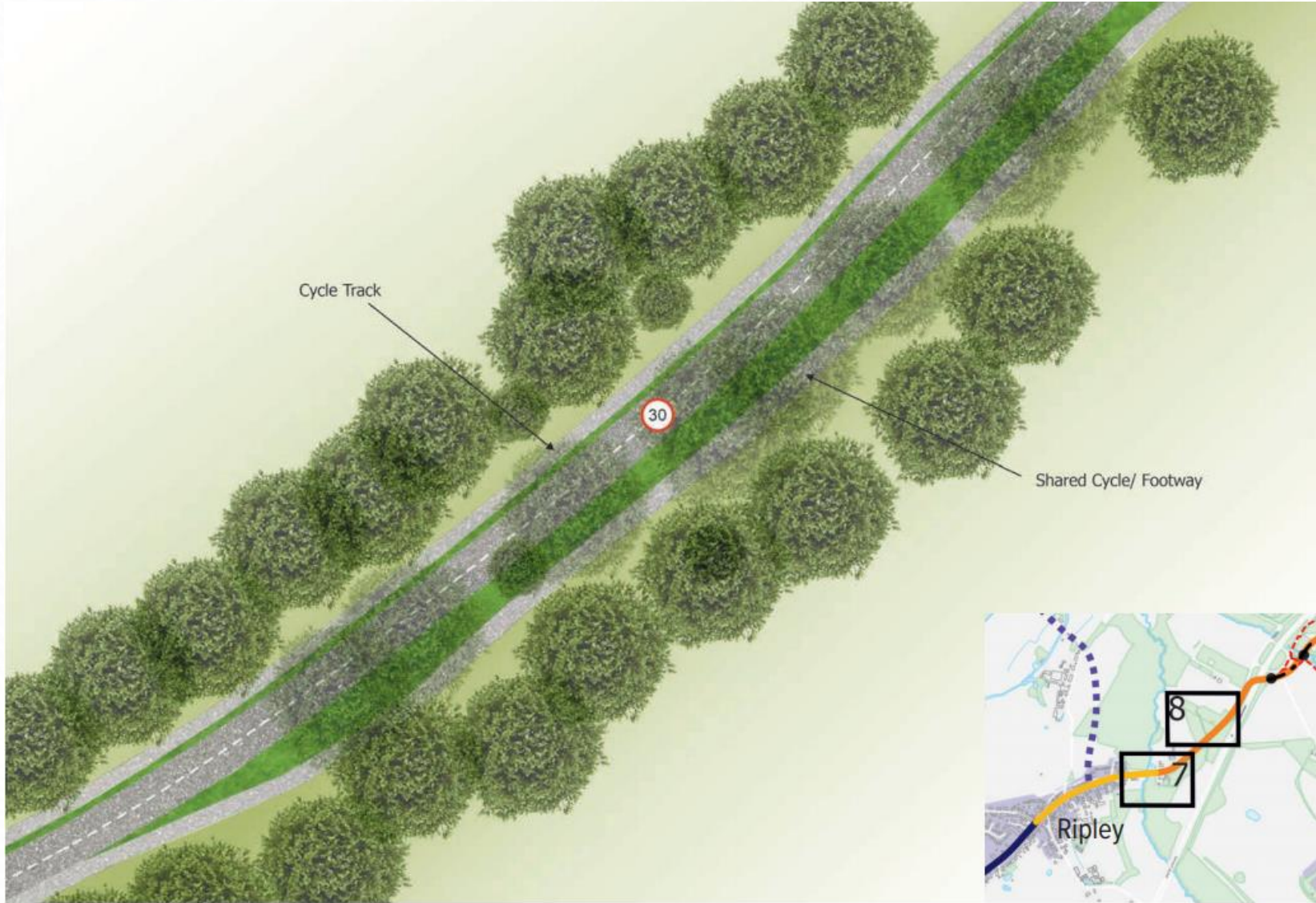
Plan 6

Local area treatments – Ripley



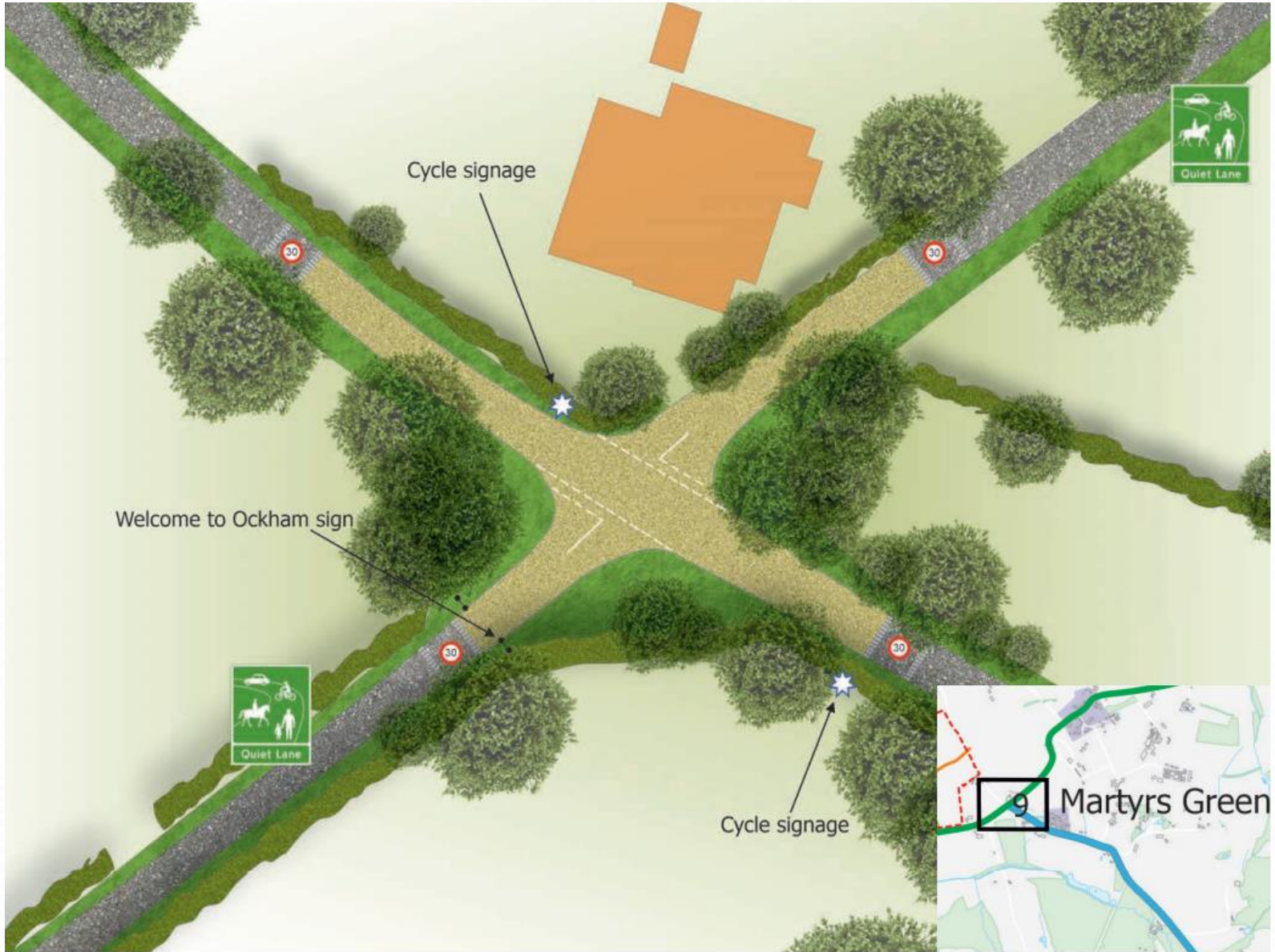
Plan 7

Local area treatments – Portsmouth Road



Plan 8

Local area treatments – Martyrs Green



Plan 9

Behavioural change

Covid: More walking and family chats post-lockdown – BBC poll suggests

What will the 'new normal' look like, when the pandemic is finally over?

Percentage of people who say they will be doing **more** of these things than before the pandemic



Walking
40%



WFH
32%



Talking
to family
32%



Shopping
local
31%



Cycling
28%

Percentage of people who say they will be doing **less** of these things than before the pandemic



Flying
27%



Commuting
23%

Figures exclude respondents who said that the category was not applicable to them

Source: The Policy Institute, King's College London/Ipsos MORI

BBC

Promotional and behavioural change measures through the travel plan

- Travel plans
- Pre-sales marketing and Welcome packs
- Car Club
- Website & travel app
- Ongoing support: social walks, social rides, cycle training, bike try-outs, Dr Bike, maintenance classes, demos
- Bike & e-bike loan scheme
- MaaS / subscription service
- Travel plan forum and monitoring



Transport Assessment update

Transport Assessment update

- Base Year Traffic Model built:
 - Based on 2019 data and data derived from mobile network data
 - More up to date and more detailed than the DCO model
 - More up to date and wider coverage than the Appeal model
 - Integrity and fitness for purpose has been validated to DfT WebTAG
- Next steps:
 - Future year model for 2034, testing full TW development and Policy A35
 - Include any speed limit changes proposed for cycle routes
 - Model the options for mitigation at Ripley including Burntcommon Slips
 - Compile the Transport Assessment and Transport Chapter of the ES
 - Assess the options for mitigation in Ripley against DfT WebTAG
 - Cycling consultation exercise

Targeted cycling consultation

- Taylor Wimpey and WSP will shortly be undertaking a dedicated cycle routes consultation with key stakeholders
- This will take the form of engagement sessions with the project team
- Stakeholders will be asked to fill in a response form and provide information and feedback on the routes and proposals
- Feedback will be collated and will help refine the final proposals
- Sessions targeted for mid-April 2021



Next Topic

Next Meeting Date – To be agreed in today's meeting

Suggested Topic: Sustainability

Thank You