



Taylor Wimpey - Former Wisley Airfield

Community Liaison Group – Meeting Minutes – Thursday 1<sup>st</sup>  
April 2021

Emerging Transport Proposals

Date: Thursday 1<sup>st</sup> April 2021

Time: 5:00pm – 7:10pm

Venue: Zoom

**Project Team:**

- Antonis Pazourou (AP) – Taylor Wimpey
- Camille Soor (CS) – Taylor Wimpey
- Katy Bennett (KB) – Cratus Communications
- Julian Seymour (JS) – Cratus Communications
- Colin McKay (CM) – WSP

**Group Members:**

- DA – RHS Wisley
- Richard Ayears (RA) – Ripley Parish Council
- MA – Ockham Parish Council
- DB – Ockham and Hatchford Residents Association
- NB – Guildford Bike Users Group
- Colin Cross (CC) – Guildford Borough Councillor, Lovelace Ward and Ripley Parish Council
- Doug Clare (DC) – Guildford Bike Users Group
- Euan Harkness (EH) – Wisley Action Group
- MH – RHS Transport Consultant
- MO – West Horsley Parish Council
- FP – Elm Corner Residents
- AS – Guildford Society
- IS – Effingham Residents Association
- DT – Cobham Heritage
- Robert Taylor (RT) – East Horsley Parish Council
- GT – RHS Transport Consultant
- Steven Wood (SW) – Cobham and Downside Residents Association

**Apologies:**

- Alex Beames (AB) – Send Parish Council
- CD – West Clandon Parish Council
- Clare Goodall (CG) – East Clandon Parish Council
- HG – Ockham Parish Church
- Basil Minor (BM) – Guildford Ramblers
- LP – Surrey Chamber of Commerce
- KT – Enterprise M3

## 1. Introductions

- AP introduced the topic for the meeting: Emerging transport proposals.
- KB took a roll call of attendees.

## 2. Policy Overview

- CM gave an overview of GBC Policy A35, highlighting the key messages on buses and cycling and the requirements for each of the services, including providing a sustainable transport option for access to the site and ensuring that cycle routes are provided to key destinations to a level of safety and attractiveness which is appropriate for the average cyclist. CM explained that the flexibility of this policy provides the team with the ability to enhance the proposal.
- CM stated that sustainable transport measures will be secured through planning obligations in a legal agreement (S106) and planning conditions. A Community Trust (WACT) will be set up to run services and manage assets.
- CM outlined the decision made by the Secretary of State at the appeal.

## 3. Bus Proposal

- CM presented the context of the 'Bus Back Better' national proposal, which has major implications for local transport authorities as the Government aims to give them more authority over the bus operators in a bid to expand local services to rival London's bus network. The policy also signposts the end of the sale of diesel buses and encourages the move towards electric buses.
- CM explained the proposed bus routes diagram – the existing routes are in purple and include a school route and the 715 (in light green), new proposed routes H1 and H2 are in blue and the rest are other services which run in the local network.
- CM outlined the two ways that services can be provided: 1) A direct service that deals with the transport demand from the site, or 2) An integrated approach building on existing services, which would be the favoured option.
- CM set out the proposed times for new services.

- MO commented that the last train to Horsley is after midnight, so the bus service should correlate with that.
- CM detailed the H1 and H2 services which will be offered. H2 will be the longer-term service which will allow for a counter-clockwise service through the site to Horsley and Effingham Junction, whereas H1 will be a shuttle service from the Western access of site which will serve the first residents until the access road through the site is completed.
- CM discussed how the proposal better policy requirements. It provides an additional destination to Woking and an in-perpetuity bus service to both Effingham Junction and Horsley Station as well as providing electric vehicles for this service.
- AP outlined the emerging designs within the site to encourage sustainable transport. It is projected that every resident will be within a walking distance of 200 - 400m of a bus stop.
- AP discussed a car club membership which is being proposed onsite, and flexible car parking spaces which could be incorporated into gardens depending in the needs of the resident. Additionally, flexible parking plots could be monitored and managed by the Wisley Airfield Community Trust.
- AP explained that homes will include a home working space in order to enable residents to work from home. This also includes embedding other infrastructure such as ensuring reliable broadband so that people can work from home.
- AP outlined proposed segregated cycling routes on the sustainable transport corridor through the site. .

#### **4. Off-site Cycle Route Proposal**

- CM recapped the local heritage in terms of cycling and outlined the onsite cycling provisions, including bike storage in the front garden next to the cycle path and various support services such as bike maintenance classes and hire/loan schemes to help promote cycling and sustainable transport as the preferred means of travel.
- CM presented a diagram of cycling routes within the development including routes segregated by highway shown in orange, traffic-free routes in purple and recreational routes shown in green.
- CM presented a chart outlining the feedback given about important local destinations to connect to when proposing cycle and public transport routes.
- MO pointed out that many residents will be commuters and asked how the figures place Effingham so far down the list.

- **Response:** CM explained that this is reported back on the basis of the consultation that has taken place so far.
- CM presented a table outlining relative scoring for amenities at destinations.
- CC asked for clarification regarding the number of pubs in Wisley.
- MO asked for clarification regarding the health score in West and East Horsley.
- **Response:** CS agreed that an updated community facilities table will be provided by KB by email after this meeting, and it will be amended based on feedback from the stakeholders.
- EH commented that cyclists come from London for recreational cycling and go into the Surrey Hills, but it is rare to see locals cycling.
- CM introduced the proposals map which illustrates the proposed cycle routes and explains how these will improve the environment to make it safer and more pleasant for existing communities and all road users.
- CM discussed the introduction of a gateway feature on the entrance to Ripley to deal with the pinch point at the bridge over the stream.
- IS asked for clarification of the meaning of gateway.
- **Response:** CM explained that a gateway is a location on the highway where you provide more indication that you are entering a different area. For example, setting a different speed limit or a having a different level or colour of surfacing to indicate that you are moving into a different part of the highway network where your behaviour as a driver needs to be different to what it was before you got to the gateway.
- CM set out the journey times to the destinations, based on the distance and different speeds that cyclists may be travelling at. All destinations are within 30 minutes travel time from the centre, or 17 minutes if travelling by electric bike.
- CC asked CM to clarify if the road into Ripley connected to the A3 has been classed as lightly trafficked.
- CM clarified that Portsmouth Road is not classed as lightly trafficked and hence has been allocated a lightly segregated or fully segregated cycle route where

possible.

- CM discussed e-bikes and findings from studies, including the finding that e-bikes encourage more cycling and promote inclusivity. Average trips are longer than conventional bikes and e-bikes encourage more journeys to be made by bike.
- EH asked whether there have been any examples of situations similar to Wisley whereby there is a new development where very few locals cycle and there is a large uptake of e-bikes.
- **Response:** CM explained that the new settlement will come with its own package of transport measures that will encourage residents to use bikes as a result of numerous facilities including segregated cycle routes and onsite mobility hubs where residents can try an electric bike. There will be greater incentives for people to cycle than at present within the existing community.
- CC asked whether the bridleways will be shared.
- **Response:** CM explained it is not uncommon for public bridleways to have cyclists and horses sharing the same space. It is successfully managed at other locations and cycling is permitted on a bridleway.
- CM outlined types and examples of route treatment that are available.
- SW pointed out that one of the images shows an open road which connects to a narrow wooden bridge over the river which is a famous horse crossing point, along with along with pedestrians, dog walkers, and cyclists. This bridge is only about five feet wide and SW asked how cyclists will navigate the bridge if there are pedestrians or horses approaching.
- CM stated that there have been improvements on that route, but that although the bridge is a potential pinch point, it is not an impediment.
- FP asked if, in the future, it would be possible to record and send out a video talking through the presentation prior to the CLG, so that there if more time for attendees to offer feedback given that they also receive the presentation in advance of the meeting. FP also expressed concerns regarding the bus route coming in from Old Lane and its safety. FP said she would send her other concerns via email.

- CM discussed the proposed treatment work at Hatch Lane, which is a conservation area at the moment. There would be a gateway feature introducing a 20 miles per hour limit, and a change of surfacing which would highlight the fact that users are joining another road.
- CM discussed the plans for the Ockham Park interchange, which includes a change in the speed limit to 30 miles per hour. Additionally, the conservation area will be changed to a 20 miles per hour speed limit to ensure that traffic is travelling slowly and cyclists are more protected. This treatment would continue down through the existing junction with Alms Heath.
- CM then discussed the junction with Longreach, where the 20 miles per hour zone will continue up to the point just south of the junction on Longreach. CM explained that it will continue as a quiet lane designation with a 30 miles per hour speed limit, and the change of speed limit would be indicated by the use of rumble strips.
- CM talked through the enhancement of Kingston Avenue with surface treatments, acknowledging that this may be a more difficult route for less frequent cyclists, and that they may choose to use a proposed new zebra crossing.
- CM outlined proposed plans for Portsmouth Road near Ripley to introduce gateways at the approach to the bridge over the stream in order to control traffic. The cycle lanes will be maintained across the bridge with drivers giving way to cyclists.
- CM outlined plans to widen the existing track on the south side of Portsmouth Road to at least two and a half metres and become shared use.

## **5. Behavioural Change**

- CM outlined the findings of a BBC poll on what the 'new normal' will look like, including findings that more people will be walking, cycling and working from home and that less people will be commuting.
- CM explained that this will be reflected in the travel plans, including having e-bikes in the marketing suite, car club measures, and ongoing support which encourages a social climate for walking and cycling along with subscription services.

## **6. Transport Model Update**

- CM gave an update on the transport assessment which is in progress. The validation of the model has been tested using the Department for Transport

guidance and it has met those criteria.

- CM outlined the next steps which include using the model to assess the Taylor Wimpey development to understand what the future situation could be. Then the transport assessment will be compiled and the transport chapter for the environmental statement will be produced.
- CM explained that the future aim is to come to stakeholders with a further consultation exercise on the cycling proposals, opening each of the cycle routes to examination, comments and suggestions. This includes a dedicated cycle routes consultation targeted for the middle of April, for which invitations will be sent out to key stakeholders shortly.
- SW requested that Cobham be included in the consultation, as Cobham was ranked highest on the cycling destination framework.

## 7. Q&A

- CM confirmed receipt of written feedback from one of the parish councils, for which responses are being prepared.
- MH asked for clarification regarding the model and whether it is a completely new model or based on the 2019 model. MO also asked whether the model has been improved and validated.
- **Response:** AP confirmed that it is a new model. There had been some discussion regarding the Highways England DCO model (as opposed to the new Taylor Wimpey model) and impact on Ripley and which had been explained by Highways England in response to the examination. The Taylor Wimpey model has a greater focus on the local road network than the DCO model, and initial feedback suggests that Highways England is happy with it.
- MO said there has been no mention of numbers of cars or vehicles, which will have a major impact on surrounding communities, and this is a major flaw in the proposals shown to date.
- MO asked for clarification on the reasoning behind the lack of local area treatments at the intersection of Forest Road and Effingham Common.
- **Response:** CM confirmed that detailed plans have been prepared for all routes and these will be discussed at the cycling consultation event. Currently, the proposal for Effingham Junction is bus-based and cycle route proposals are still in the stage of being developed and are being discussed with Surrey County Council.
- MO asked when more information will be given regarding the impact of traffic from cars and if this will be well in advance of the planning application.



- **Response:** CM explained that the traffic modelling is being completed and will be shared once the process is complete and the model has been approved. CM confirmed that this will be in advance of the planning application.
- CC commented that this meeting is a consultation exercise and it has been taken up with presentations of information previously received which seemed unnecessary.
- CC queried what actions have been taken as a result of criticism from the Burntcommon Slips consultation meeting regarding the need for a southern entrance or slip road on the A3 of Ockham roundabout. CC said that this was a criticism which arose from several members, including from the Horsley parish councillors who were not in favour of the Burntcommon slip roads but would prefer a southern entrance or slip road on the A3 by the Ockham roundabout. CC expressed concern that the Burntcommon slips proposal will create a high-traffic area which will spread.
- EH commented that a slip road at the Ockham roundabout would likely create traffic as the roundabout is already overloaded.
- **Response:** CM explained that the traffic model is the most objective measure and the different effects of different mitigation will be considered, including Ockham Park slips versus traffic management in Ripley and Burntcommon Slips. This will take the flow of traffic into account, along with other impacts and deliverability.
- AS commented that there is an enormous mismatch between possible decisions on the A3/M25 Junction, and that the Department for Transport needs to be heavily involved in this to make sure that there are some sensible solutions.
- AS commented that he is in support of trying to push people gently into using cycles as long as the cycle routes are properly set up. AS mentioned surfacing and lighting and enquired who will be funding this.
- **Response:** CS confirmed that Taylor Wimpey will be funding this within the S106 agreement, and once delivered the routes would be adopted by Surrey County Council.
- DC commented that cyclists inherently take the shortest route, especially when commuting, and expressed disappointment that there are no segregated routes to Effingham Junction because this would be the shortest route.
- MG asked whether these routes have been ruled out.
- **Response:** CM confirms that, for Horsley, there is proposed a lightly traffic route, which would include a reduced speed limit to a level where people feel comfortable in mixed traffic. For Effingham, detailed proposals are still being discussed with Surrey County Council, however the route currently exists as a confident cyclist

route which could be enhanced by reducing the speed limit to 30 miles per hour, from the current 40mph.

- DA asked if the traffic model will include assumptions about reductions in car trips and how this will be justified.
- **Response:** CM explains that the base year model is going through the validation process. The traffic model will include trip generation rates that are based on the agreement reached with Surrey County Council on trip generation and the effects of any agreed elements which could affect trips.
- DA expressed concerns that the proposals will not come to fruition and this will affect the traffic model.
- DA commented that there were no proposed busses to the RHS Gardens and highlighted issues with the list of local amenities which undermine the evidence base.
- SW said that Cobham would not benefit from the additional bus route and suggested several improvements which could be made regarding the cycle routes, such as improving the blind bend at Downside Road, the narrowed gate and narrow bridge on the proposed cycle route, and the need for additional bike parking at Waitrose.
- **Response:** AP explained additional cycle parking at multiple locations is being looked at.
- AP explained that all feedback will be taken into account when reviewing and updating the proposals, and that the transport model information would be discussed with the group before the application is submitted.

- Next meeting date – TBC
- Proposed Topic: Sustainability, although alternative suggestions from the group are welcomed.

**AP closed the meeting at 7:10pm.**