

## Taylor Wimpey - Former Wisley Airfield

### Community Liaison Group – Meeting Minutes – Thursday 21<sup>st</sup> October 2021

#### Planning and Transport Update

Date: 21<sup>st</sup> October 2021

Time: 5pm

Venue: Zoom

#### Project Team:

- Antonis Pazourou (AP) – Taylor Wimpey
- Julian Seymour (JS) – Cratus Communications
- Ashleigh Mclellan (AM) Cratus Communications
- Colin McKay (CMcK) - WSP

Group Members:

- Richard Ayears (RA) – Ripley Parish Council
- GG – East Clandon Parish Council
- MO – West Horsley Parish Council
- AS – Guildford Society
- IS - Effingham Residents Association
- Robert Taylor (RT)– East Horsley Parish Council
- DA – RHS Wisley
- DT – Cobham Heritage
- JD – Guildford Bike Users Group
- Doug Clare (DC) – Guildford Bike Users Group
- CD – West Clandon Parish Council
- Euan Harkness (EH) – Wisley Action Group
- Mike Dawes (MD)
- AW – Cobham Conservation and Heritage Trust
- IJ – Ockham Parish Council

Apologies:

- Steven Wood (SW) – Cobham and Downside Residents Association
- NB– Guildford Bike Users Group
- MA – Ockham Parish Council
- Clare Goodall (CG) – East Clandon Parish Council
- HG – Ockham Parish Church
- Basil Minor (BM) – Guildford Ramblers
- KT – Enterprise M3
- Colin Cross (CC) – Guildford Borough Councillor, Lovelace Ward, Surrey County Councillor and Ripley Parish Council
- LP – Surrey Chamber of Commerce
- Alex Beames (AB) – Send Parish Council
- FP – Elm Corner Residents

**1. Introductions**

- AP welcomed the meeting members and introduced the topic for the meeting: Transport update.
- JS took a roll call of attendees.

**2. Transport Overview**

- CAM provided a transport overview.
- CAM noted that the transport model has been agreed upon with the Surrey County Council and National Highways. As were the residential trip rates.
- CAM then moved on to forecast scenarios. The scenarios that have been done look at background growth and local plan growth. He then moves on to touch on speed limit changes.
- CAM highlighted that the former airfield doesn't cause highway capacity to be exceeded and that the development doesn't exacerbate any existing traffic conditions. He noted that though the traffic situation is not perfect, introducing speed management measures is helpful. He pointed to a 4% reduction in Portsmouth Road traffic as evidence for this. He then added that there are no severe cumulative transport impacts, and that more information would follow in the full transport assessment.
- CAM then discussed cycling and said that a comprehensive cycling report will be included with the transport assessment. It will include an approach to cycling facilities Taylor Wimpey is providing and will explain the routes and locations etc. The report also includes strategies being employed to make cycling the preferred choice of residents. Cycling storage and routes are being constructed to heavily encourage cycling by making it more convenient. An E-bike scheme is also being set up to further encourage travel by alternative methods to cars. Most residents have short travel times so this will be very helpful. Safety assessments to follow.
- CAM continued by noting that Taylor Wimpey has been in talks with Southwestern Railways to improve cycling parking and access at their stations. Taylor Wimpey is very keen to do so.
- CAM went on to say that, in summary, the public roads will be improved for all users and not just those that are residents, i.e. introducing and improving speed control measures/placing them where there are none and general cycling improvements.
- CAM outlined the proposed cycling routes, including plans to encourage cars to slow down and be more cautious about their speed.
- CAM confirmed that Taylor Wimpey will be looking into electric buses and possibly an app that allows residents to check in on buses as well as adding a new bus route to Guildford while working with Surrey to incorporate the current bus routes.
- CAM explained that Taylor Wimpey is looking to extend the existing 462 463 into the site to provide an additional service to Guildford and Woking. He noted that this should be helpful for accessing Woking.
- Additionally, Taylor Wimpey will look for continuous feedback from users and local authorities to improve the service while making sure it is never out of step with

current demand or current shape of other buses in the area.

- AP added the hope is for all the buses to be electric, and that Taylor Wimpey will be funding the assessments and improvements. The overall situation is one that is evolving in parallel with the planning application process that they are about to enter.
- AP concluded by saying that more information would be available in submitted documents. He then asked if there were any questions.

### 3. AOB

- MD asked if there were more details that can be given about the demand responsive transport idea for bus service to Cobham.
- **Response:** CAM said he couldn't give any precise details on it because, by its nature, it evolves in response to demand. There are a number of other schemes promoted by Surrey County Council, but the new routes will be a more efficient way to travel.  
AS asked if there were any signs that Surrey County Council will back the 'bus back better' to manage the services in a more cohesive manner which may aid the Wisley development. He asked if there any details how the development will link into the existing footpath network, because they are used very often.
- **Response:** CAM said that the transport authorities need to submit a plan to DfT for how to address 'bus back better.' All rights of way will be maintained and a few will be slightly realigned as part of the DCO works. Taylor Wimpey have been working with Surrey County Council to incorporate the new buses into the existing network.
- RA noted that Ripley Parish Council would support changing the current plan and suggested that the 20-mph limit be extended to all roads around the development site that currently sit at 30 mph. He went on to say that the Ripley Parish Council would strongly support the 20-mph speed limit change being extended to Rose Lane and Newark Lane.
- **Response:** CAM responded that the specific speed limit must be assessed based on the needs of the specific location and added that ideally the 20-mph zones would be self-enforcing.
- DC asked if Taylor Wimpey could focus more on routes to the station/routes to the site and mentioned that these things seemed absent from the presentation. DC then went on to say that the Guildford Bike Users Group felt that traffic cameras should be installed on the 'confident cyclist routes' to ensure the 20 mph is being kept to. He also suggested that streetlights should be added to these same routes as he and his group believe that the roads won't be used by cyclists during the winter due to safety concerns. He then asked if they could get the 20-mph limit and street cameras/lighting.
- **Response:** CAM and AP responded that the new Taylor Wimpey buses and routes are intended to be the primary method of transportation for the area. AP added that this is the primary reason that Taylor Wimpey have made sure every house falls

within 200 m of a bus stop and that buses are running in line with demand.

- DA said they were in favour of 20 mph roads and asked why they couldn't have a 20-mph limit on Ockham Road North linking Horsley to Ockham as it's the main road that people will be using stating that he believes it would be safer for cycling with lights on that route.
- **Response:** CAM responded by saying that police want to focus on policing real trouble spots, and may not have resources to enforce a 20-mph zone. If they did put a 20mph limit on Ockham Road North, it would simply shift traffic to other roads creating the same problem elsewhere. CAM stated that Taylor Wimpey is simply focused on making the main local roads (like Ockham Road North and Old Lane) usable by confident cyclists.
- JD added that she doesn't think it's feasible and that more people won't cycle but will continue to use cars. She finds it disappointing that residents' children cannot cycle to school. It will be the children in West Horsley that will be in secondary school, and if they cannot cycle there it will create a big traffic problem.
- **Response:** CAM responded by saying that Taylor Wimpey is addressing concerns noted in the last transport conversation. He then noted that Taylor Wimpey is moving with the times and reacting to the transport context that the application is being made within because the climate situation has changed even since 2017 and the previous transport assessments. AP added that Taylor Wimpey have made a completely new transport model.
- DA added that he hopes people use the buses and hopes people ride their bikes. He stated that we need to get people to stop driving cars, because at the moment cars are worshipped.
- JD requested information regarding which stations Taylor Wimpey talked to southwestern railway about improved cycling to. She then queried whether, because Taylor Wimpey said they were proposing reducing traffic speeds, they will have to put street lighting in when the limit is reduced to 30 mph or less.
- **Response:** CAM said that it is not a requirement. Local lighting can be used to make sure people can see the signs and speed limits etc. Effingham Junction and Horsley were the stations that Taylor Wimpey have made proposals to southwestern railways about. He adds that they've had positive discussions with them about improving cycling access at these stations.
- JD noted that better security was needed at the quiet stations.
- **Response:** CAM said that he completely agrees.

#### 4. Next meeting

- AP thanked everyone for attending.
- Next meeting date – TBC.

**AP closed the meeting.**