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6th May 2021

Dear David

Comments on the Transport Plans for Wisley Meeting

The society has several comments on the draft Transport Strategy for Wisley Airfield Development as presented at the Community Liaison Group Meeting 10 April 2021.

1. Overall Comments

1.1. Other Bodies

The Society is very aware that Taylor Wimpey are attempting to glue together a strategy involving Network Rail, Bus Companies, Highways England, Surrey county Council, and Guildford Borough Council. Some of our comments are inevitably directed more to these partner organisations rather than Taylor Wimpey.

1.2. Transport for the South East

We have reviewed the proposals in the light of the following statement from the Transport for South East Transport Strategy.

*Para 1.18 - In recent years, however, there has been a significant shift in thinking away from the **'predict and provide'** approach. There is substantial evidence to suggest that providing additional road capacity and addressing bottlenecks in the highway network has the effect of generating additional demand for the road network, thus eroding, or even eliminating any expected reductions in traffic congestion. Furthermore, this approach, if followed in an unconstrained fashion, risks promoting urban sprawl, high dependency on car use, and significant degradation of the natural environment. In the long run, 'predict and provide' risks creating a transport network that is less efficient and damaging for the local communities and environment it passes through.*

*Para 1.19 - This transport strategy involves a shift towards a **'decide and provide'** approach to transport provision. This means actively choosing a preferred future, with preferred transport outcomes as opposed to responding to existing trends and forecasts.*

We believe a **'decide and provide'** strategy for Wisley provides a good basis to develop transport proposals, as Wisley is a new development with limited information on how it may impact the locality.

This also makes planning easier in that measures can be planned now for a future where Car Use, Active Travel, and Working from Home etc may make travel patterns and technology very different.

1.3. Transport Demand Scenarios

Obviously a 'decide and provide' strategy needs a view on the development and the interaction of residents with the surrounding area to guide thought processes.

The Wisley development needs to provide scenarios for who will occupy the dwellings, and outflows/inflows to the site for education and work. No doubt Taylor Woodrow will have developed a marketing strategy for the site which will show the likely target buyers for dwellings and where these inhabitants might work.

Developing a view as to where people be employed, shop and access facilities between London, London Suburbs including LHR/LGW, Guildford, Guildford Research Park, Woking, Chobham, on-site would be a useful input for the transport strategy.

1.4. Access to Horsley and Effingham.

There are two and a half lanes running south to Horsley and Effingham: - Old Lane, Ockham Rd North, and a partial route via Long Reach. The latter is proposed by Taylor Wimpey as a cycling route. The Transport Policy for Wisley needs to be far clearer as to why Effingham and Horsley are important destinations for Buses, Cyclists, and Cars.

	Horsley	Effingham
Commute to London	Y	Y
Commute to Guildford	Y	Y
Shop	Y	X
Facilities e.g., Dentist	In part	X
Restaurants	Y	X
Station Access from Bus	Good with potential stop in front of station	Stop in road with then a walk on narrow Pavement
Car Access	Good	Good apart from awkward cross road and narrow bridge
Bike Access	Good	Good apart from awkward cross road and narrow bridge

To provide southern access to the Horsley, Effingham area the Society proposes it might be better to concentrate on one High-Quality improved corridor rather than spread funding across limited improvements on 2 plus roads. From the table above Horsley appears to be the natural destination and the Society considers that real effort in conjunction with SCC should be made to explore making Ockham Rd North a proper corridor. Measures could include putting a separate cycle lane to the east of Ockham Rd North.

The current schemes proposed look dangerous, Cyclists, Buses and Existing Traffic Flows down narrow country lanes with poor lighting is a recipe for disaster. It won't be attractive to potential users.

2. Policy A35 - Transport Requirements

Policy A35 makes various statements that are the responsibility of Surrey County Council, Highways England, and Taylor Wimpey to fulfil. We have taken the Policy A35 and commented in 'Italics' as to how the proposals meet the policy.

- 2.1. **Primary vehicular access** - to the site allocation will be via the A3 Ockham interchange
Totally dependent on Highways England building the proposed A3/M25 junction improvements; see 2.3.1 below.
- 2.2. **A through vehicular** link is required between the A3 Ockham interchange and Old Lane
In the Taylor Wimpey plan – see 4 Below
- 2.3. **Other off-site highway works** - to mitigate the impacts of the development. This will include mitigation schemes to address issues:
- 2.3.1. M25 and at the on the A3 and M25 Junction 10/A3 Wisley interchange
Totally dependent on Highways England building the proposed A3/M25 junction improvements. A3/M25 junction improvements are in Road Period 2 (RP2) for progression. A final decision to go ahead with this upgrade is due by 12th May.
- Highways England have now removed the Burnt Common Slips from committed plans and moved the scheme to Road Investment Strategy Period 3 (RIS3) See 2.4*
- The slips have limited impact on the Wisley Development, aiding traffic access to the A3 in a North bound direction from Clandon and Send, and some areas of Ripley/Woking. Via Clandon it will also attract traffic from the A246, and A25 seeking to access the A3.*
- The Slips will make access to Wisley Airfield easier from the south as they potentially make the traverse of Ripley Village easier, by abstracting some traffic flows from the village. From the South visitors to Wisley Village also have the option to reverse at the M25/A3 junction and access the site via Old Lane.*
- The southern access to Wisley Airfield Site will be from the Wisley Lane/RHS access route from the Ockham Roundabout. Once the new access is built it will result in all RHS traffic using the Ockham roundabout and most of the Wisley Development traffic using the Ockham roundabout. This will add to the traffic on the roundabout.*
- The transport assessment for Wisley notes that no assessment of traffic volumes has been done for peak times e.g. when Wisley are having events. This needs to be rectified.*
- 2.3.2. on B2215 Ripley High Street
The Society is concerned that the impact on Ripley Village of the development is poorly understood and there is notable absence of plans to resolve existing issues in Ripley Village.
- 2.3.3. at the junctions of Ripley High Street with Newark Lane/Rose Lane
No Details have been provided – Ripley already has traffic issues SCC need to provide details as to how they are going to tackle these issues.
- 2.3.4. on rural roads surrounding the site
No Details have been provided apart from junction proposals in the Taylor Wimpey cycling proposals.

2.3.5. at junction of Old Lane with A3 on-slip (Guildford bound).

Totally dependent on Highways England building the proposed A3/M25 junction improvements; see detailed comments 2.3.1. The society notes the Old Lane Junction is spectacularly badly designed. Traffic from M25 from the south will be on a free slip road round onto the A3 slip and will easily be doing 70mph. The access slips to Old Lane look very short, particularly for heavy vehicles.

2.4. **The identified mitigation** - to address the impacts on Ripley High Street and surrounding rural roads comprises two new slip roads at A247 Clandon Road (Burnt Common) and associated traffic management

As noted in 2.3.1 these have been delayed by Highways England with no proposed date for development. It looks as if there will be a difficult period with traffic on Ripley High Street support both Send, Clandon, RHS, and Wisley Airfield traffic.

The Developments at Garlick's Arch (circa 550 Dwellings) will also add traffic to the local road network

The lack of a proper long-term plan for the A3 is a critical issue that Highways England must address.

2.5. **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.

The recent Bus Back Better paper from the DfT makes it possible to take a more strategic view on the bus services to be provided. See our comment on Transport Scenarios 1.1. above. The development should in conjunction with SCC and GBC look at the potential to:

- *Provide a bus service to the Guildford Research Park – maybe peak time only.*
- *Integrate the RA2 airport service, which stops at Wisley on the A3, into the bus network as it provides an important link to Heathrow and Guildford Town Centre.*
- *Consider extending the Park and Ride Service proposed for Gosden Hill to Wisley in time.*

2.6. **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 See 2.4. *The big issue on cycling is provide an effective off-site network to main points such as the Station, or Ripley.*

Unfortunately, the proposals so far are trying to squeeze cycling onto existing infrastructure. A drive or cycle round the Ockham, Horsley, Ripley area shows that cyclists need dedicated lanes to keep safe and also ensure road traffic is unimpeded.

This requires funding and land take to get it right, paint and signage won't solve the issue.

3. Site Spatial Design

The Society supports the proposals to have a SMC run through the site with segregated pedestrian and cycling paths.

The proposals for Cycling look good in the site. Some of the current tracks across the site are used by 'Country Walkers and Horse Riders' these should not be forgotten in the detailed design of the site.

We are concerned that the draft schematic shown was dominated by car parking spaces. We are suffering from new developments where parking dominates and obscures the sense of place. A visit to your new developments in Bordon showed this in practice.

Your Architects GSA are already active on a site near Chelmsford which is planning to mitigate the effects of parking. The Society believes that consideration should be given to:

- Low rise Multistorey Car parks to take parking out of residential areas.
- Considering architectural styles such as link-detached that maximise land use whilst allowing for parking.

4. Site Design – new Vehicle requirements.

The site design should allow for Bus Charging points; an example from the Volvo Website below



Note: It will be interesting to see how the DfT manages Vehicle Recharging Infrastructure. Buses appear to be moving to a simple system as illustrated, but there is also the use of Trolley Bus wires.

Heavy Trucks could end up as continuously powered electric vehicles, with batteries/hydrogen used for short end of journey legs of the journey.



How Vans and Light Trucks are powered in an alternative energy world is not clear.

5. Securing Transport improvements.

We understand Transport improvements will be secured by a combination of

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

The planning conditions we assume will identify key improvements required for the development to proceed being provided by other bodies e.g. Highways England

Yours sincerely

A handwritten signature in black ink, appearing to read 'Alistair Smith'.

Alistair Smith – Chair Guildford Society