

# Wisley Airfield Development Introduction to Transport

# Ariel View of Site



# Planning Policy A35

- **Primary vehicular access** to the site allocation will be via the A3 Ockham interchange
- A through-vehicle link is required between the **A3 Ockham interchange and Old Lane**
- To address the impacts on Ripley High Street and surrounding rural roads, the Local Plan identifies **two new slip roads at A247 Clandon Road (Burnt Common)** and associated traffic management
- A significant **bus network** will serve the site, and also serve Effingham Junction railway station and/or Horsley railway station, Guildford and other destinations.
- An **off-site cycle network** to key destinations including Effingham Junction railway station, Horsley railway station/Station Parade, Ripley and Byfleet – designed to be attractive and safe for the average cyclist



# Planning Context

- Site boundary
- Development area
- Employment
- Mixed use
- Informal open space
- Formal playing fields (public)
- Existing buildings
- \* Focal points
- On-site primary routes
- ➔ Access to development areas
- ➔ Access to a limited number of homes (up to 100)
- Key off-site routes
- Key pedestrian and cycle routes / PRoW
- PS Primary school location
- SS Secondary school location (incl. Dual use playing fields)
- 11 Site access
- \* Local centre
- SANG Suggested location for Suitable Alternative Natural Green space
- Highways England's M25 Junction 10/A3 Wisley Interchange Scheme

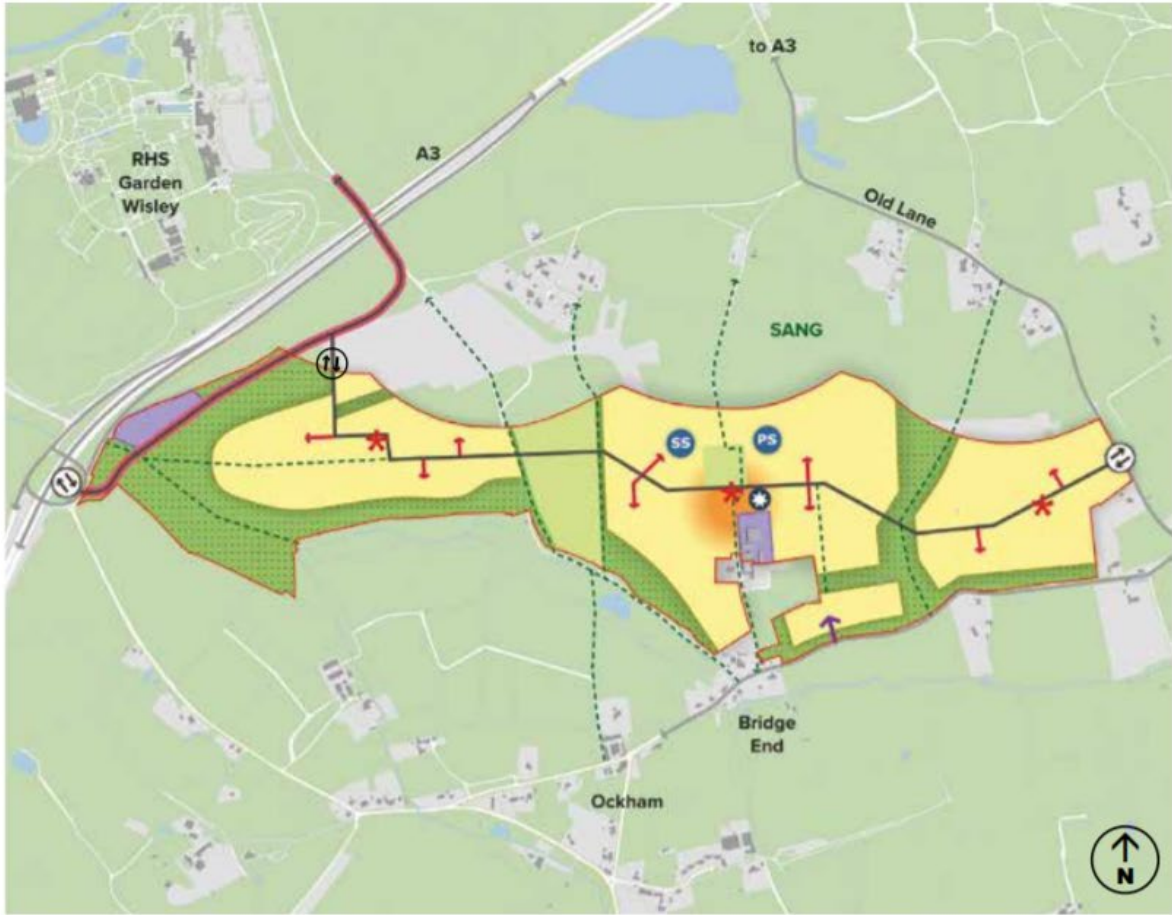
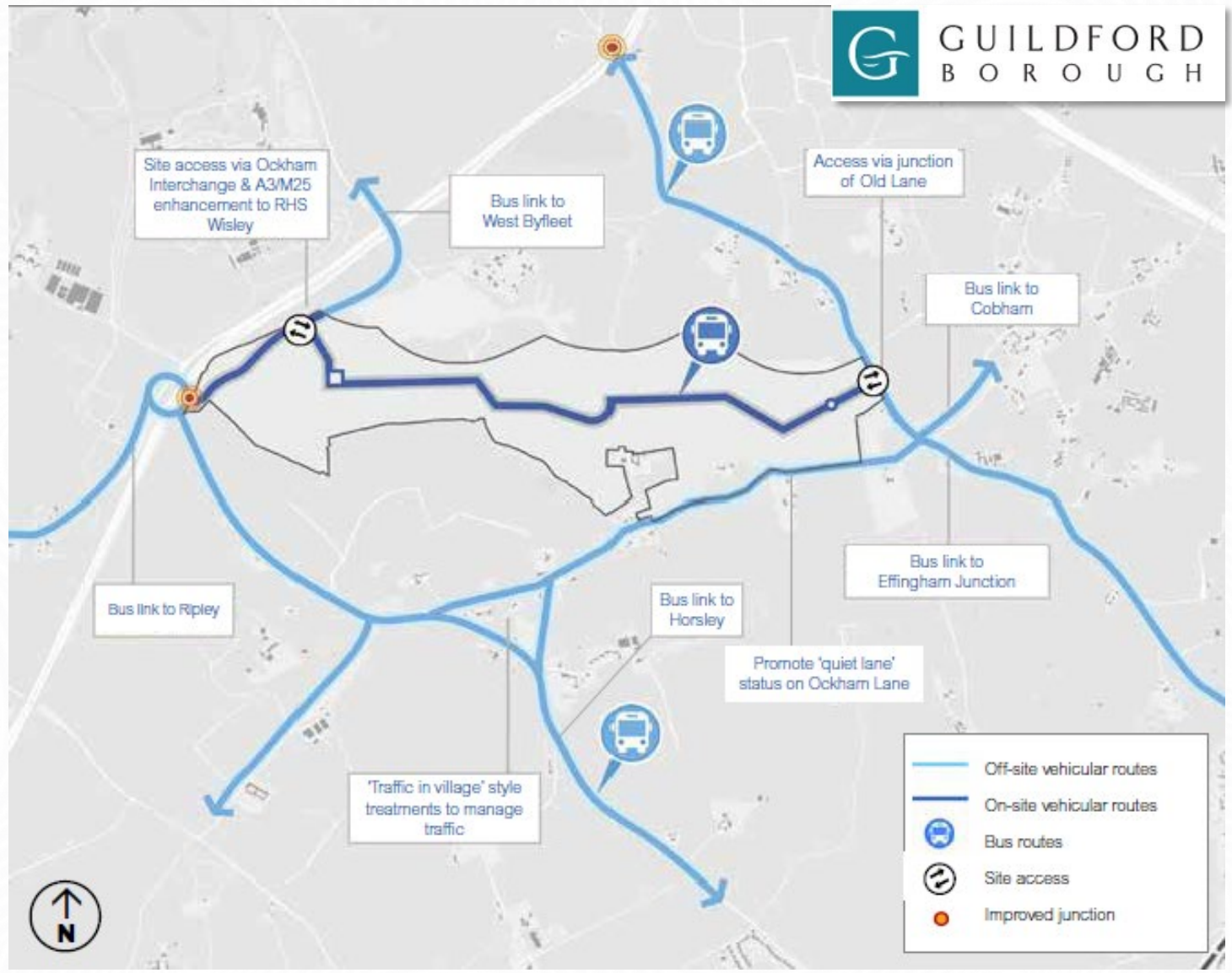


Fig 59: Illustrative application of Master Plan principles to Wisley

From GBC's Strategic Development Framework Supplementary Planning Document: Fig.59, p.163

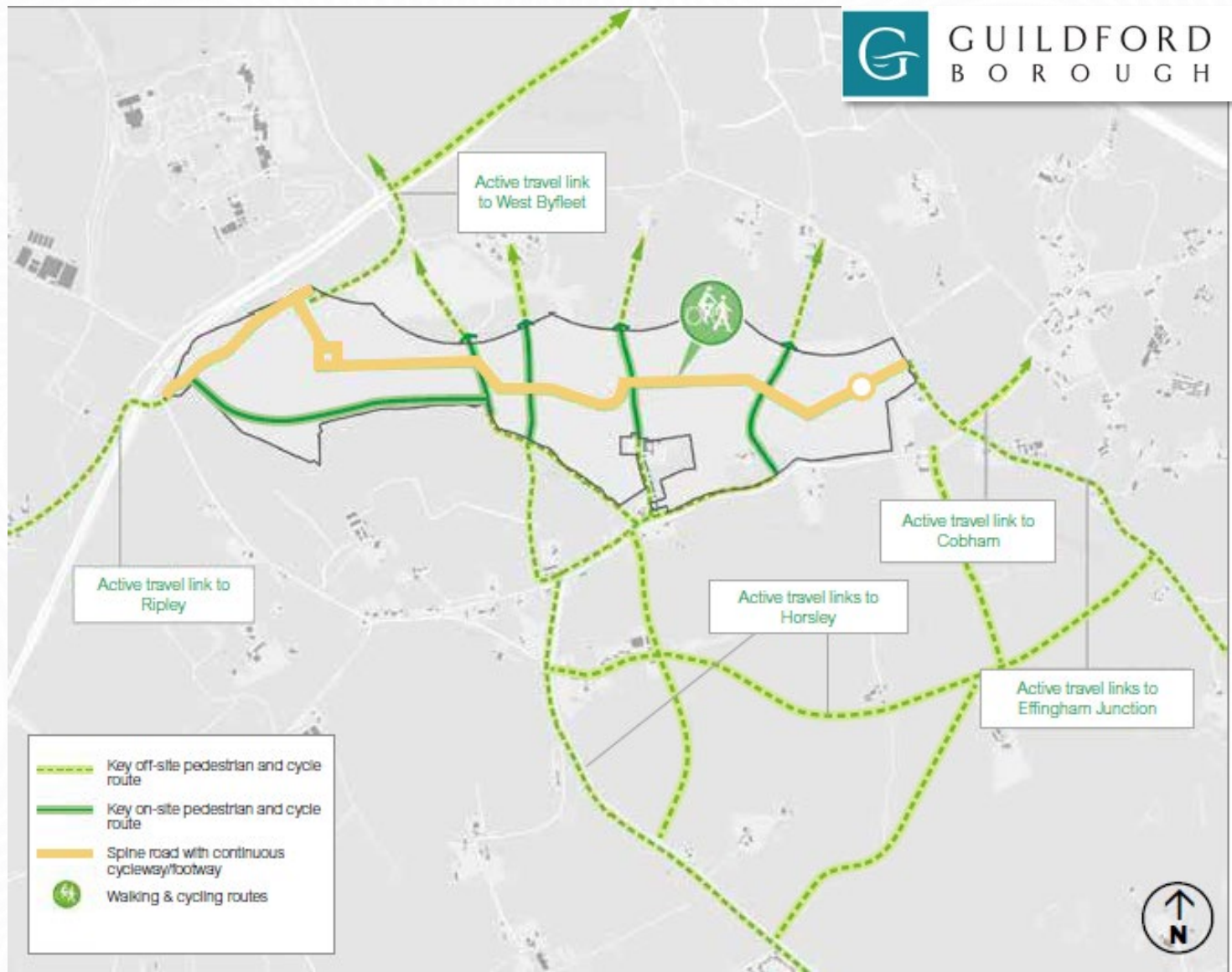
# Planning Context



From GBC's Strategic Development Framework Supplementary Planning Document: Fig.61, p.166



# Planning Context



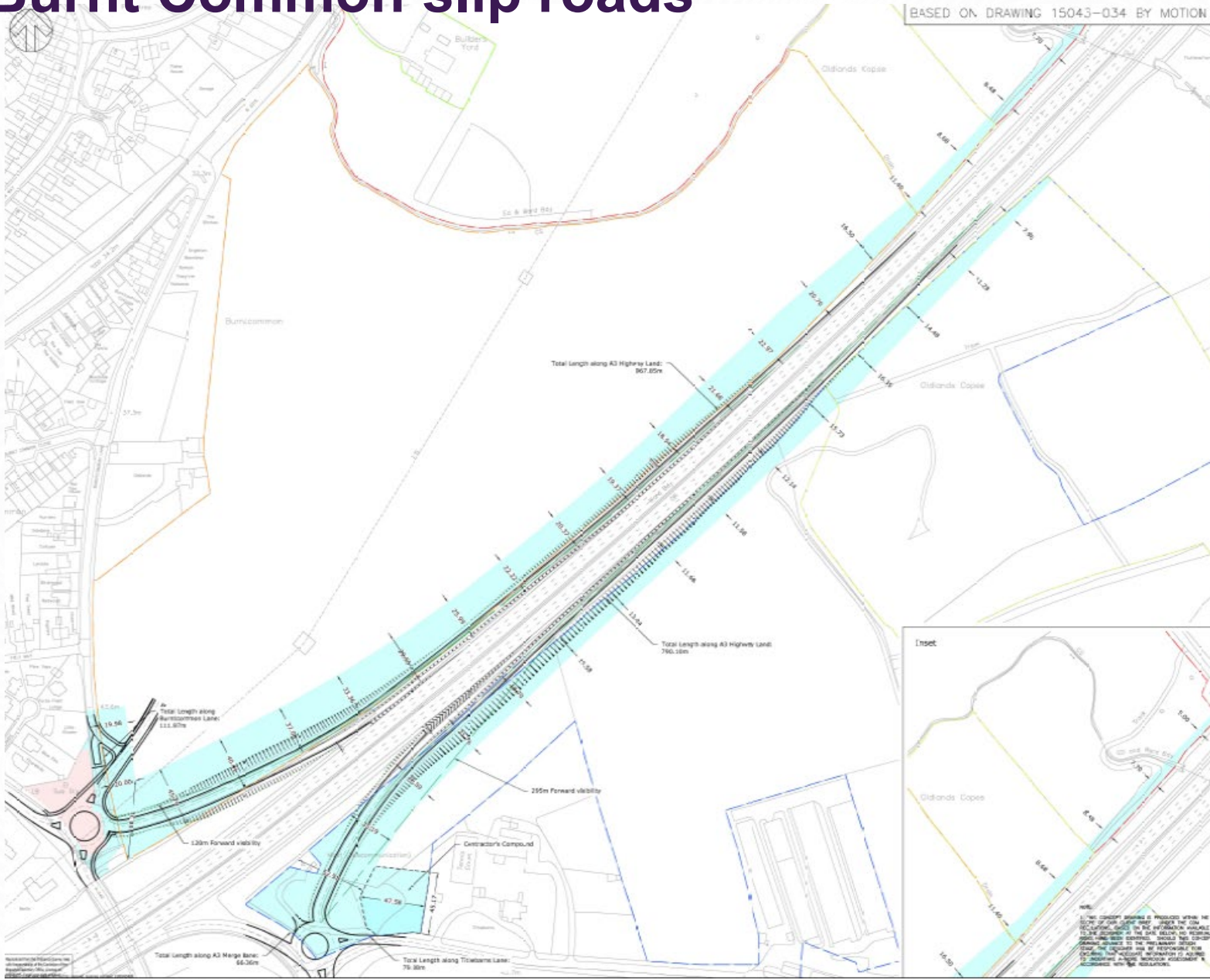
From GBC's Strategic Development Framework Supplementary Planning Document: Fig.62, p.167

# Current progress on Transport Assessment

- Traffic modelling has commenced using data from 2020 and 2019 to ensure it is robust given Covid-19. This modelling will be submitted to the Council for their approval.
  - Traffic data has been obtained from Surrey County Council and a mobile network data supplier.
- We have begun to look at designs for cycling, and are working on proposals for safe, attractive and accessible cycle routes.
- We are currently in discussion with Surrey County Council about the bus routes, based on existing services and our goals for sustainable transport to and from the site.
- The masterplan in work is based on sustainable travel principles which underpin the design.
- To confirm the correct processes to ensure that Burnt Common slip road proposals are robust and deliverable, we are holding discussions with Guildford Borough Council, Highways England and Surrey County Council.

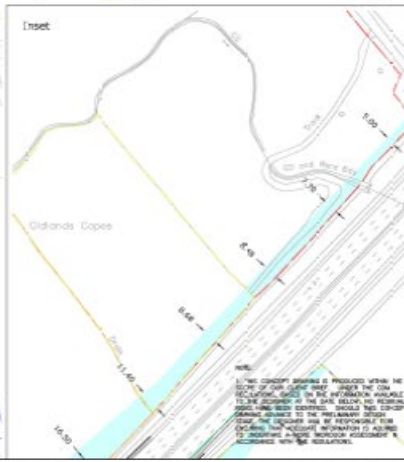


# Burnt Common slip roads



- Key:
- Marg ns for Highway, Embankments and Visibility Splays
  - Highway Dedicated Land
  - Ancient Woodland
  - Contractor's Compound
  - Land Registry Area SY615084
  - Land Registry Area SY742665
  - Land Registry Area SY572118
  - Land Registry Area SY599610

DO NOT SCALE



NO.	REVISION	DATE	BY	CHKD	APPD
1					

SD - WORK IN PROGRESS

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GARLUICKS ARCH LAND THE AREAS WITH HIGHWAY LAYOUT OVERLAIN

PROJECT	STATUS	DATE	BY	CHKD
0934-SK-057	REV	2017	MOTION	CM

0934-SK-057 P01

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Taylor Wimpey



# Overall concept approach for transport

Our objective is to influence travel behaviours by:

- Using intelligent design to encourage travel by non-car modes
- Maximising opportunities to use a bus, bike or walk instead of the car
- Where cars are to be used:
  - Provide 7kw fast charging for each home to support the implementation of electric cars
  - Where more than two parking spaces are required by the parking standard, consider placing the additional spaces off-plot





# Designing to encourage non-car travel

- Provide cycle routes in the development that comply with Local Transport Note 1/20, which sets out guidance for local authorities on designing high-quality, safe cycle infrastructure
  - Create segregated cycle routes, ideally away from pedestrian routes and vehicle carriageways where flows are highest
  - Providing priority for cyclists at junctions and across the main spine road
- Enabling it to be an easier choice to travel without the car
  - Taking care as to where on-plot cycle storage is located
  - Providing secure and covered cycle storage at onsite destinations
  - Making the most of the arrangement of the site by placing bus stops within easy walking distance of all homes
  - Provide safe cycle routes outside the site boundary





# Maximising the opportunities for non-car travel

- Provide facilities on site that people can walk and cycle to safely
- Provide a frequent bus service to stations and other local settlements
- Start the bus service as early as possible during the construction of the development
- Embrace the e-bike to extend range and appeal
- Install quality way-finding information
- Provide the best available integrated travel planning app to residents



# Next Steps – Transport

Next round of  
Community  
Consultation  
**Autumn 2020**

Community  
Liaison Group  
on transport  
proposals  
**Early 2021**

Ongoing  
stakeholder  
engagement  
**Until submission**