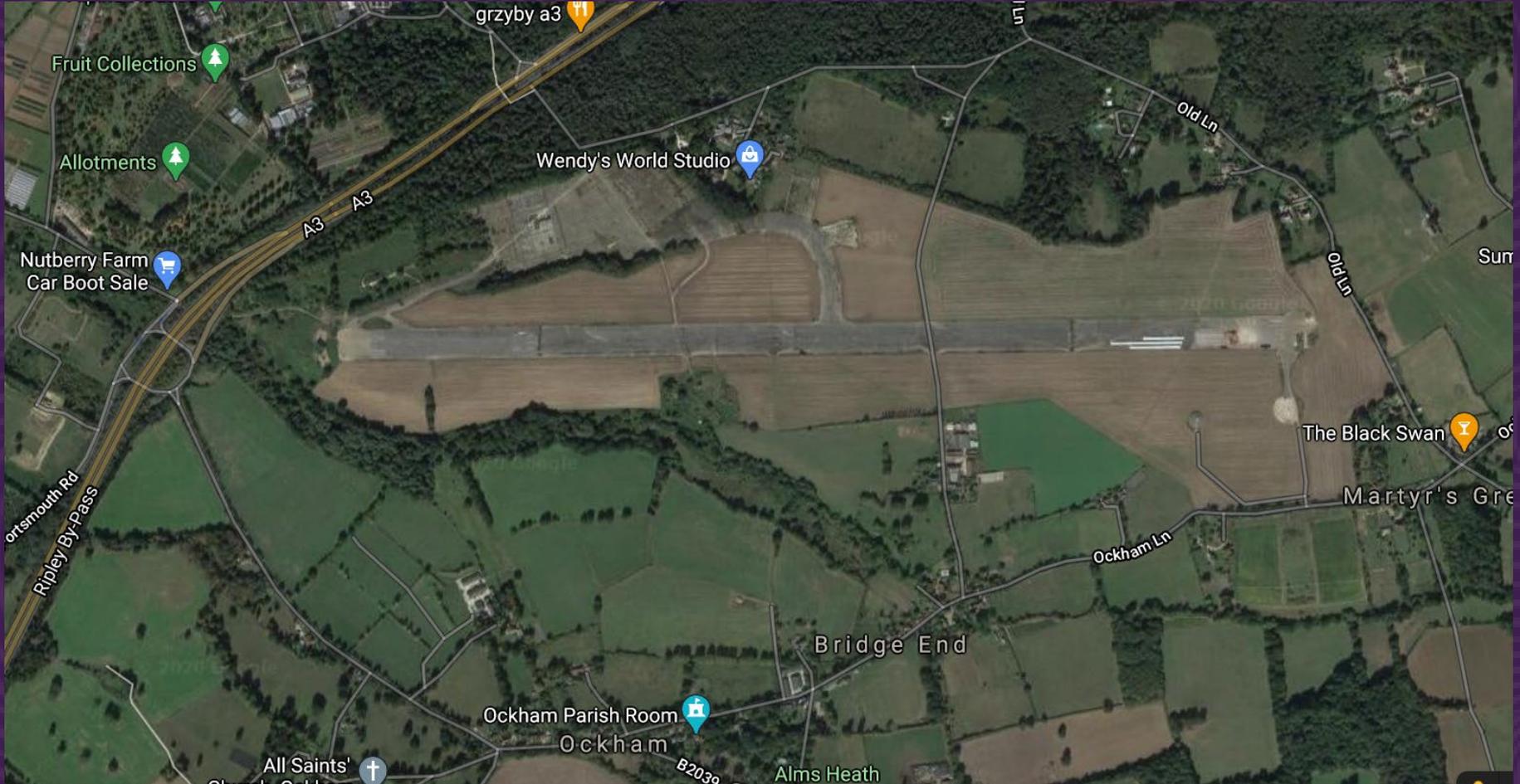


Wisley Airfield Development Introduction to Transport

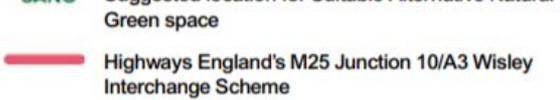
Ariel View of Site



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
-  Primary school location
-  Secondary school location (incl. Dual use playing fields)
-  Site access
-  Local centre
-  SANG Suggested location for Suitable Alternative Natural Green space
-  Highways England's M25 Junction 10/A3 Wisley Interchange Scheme

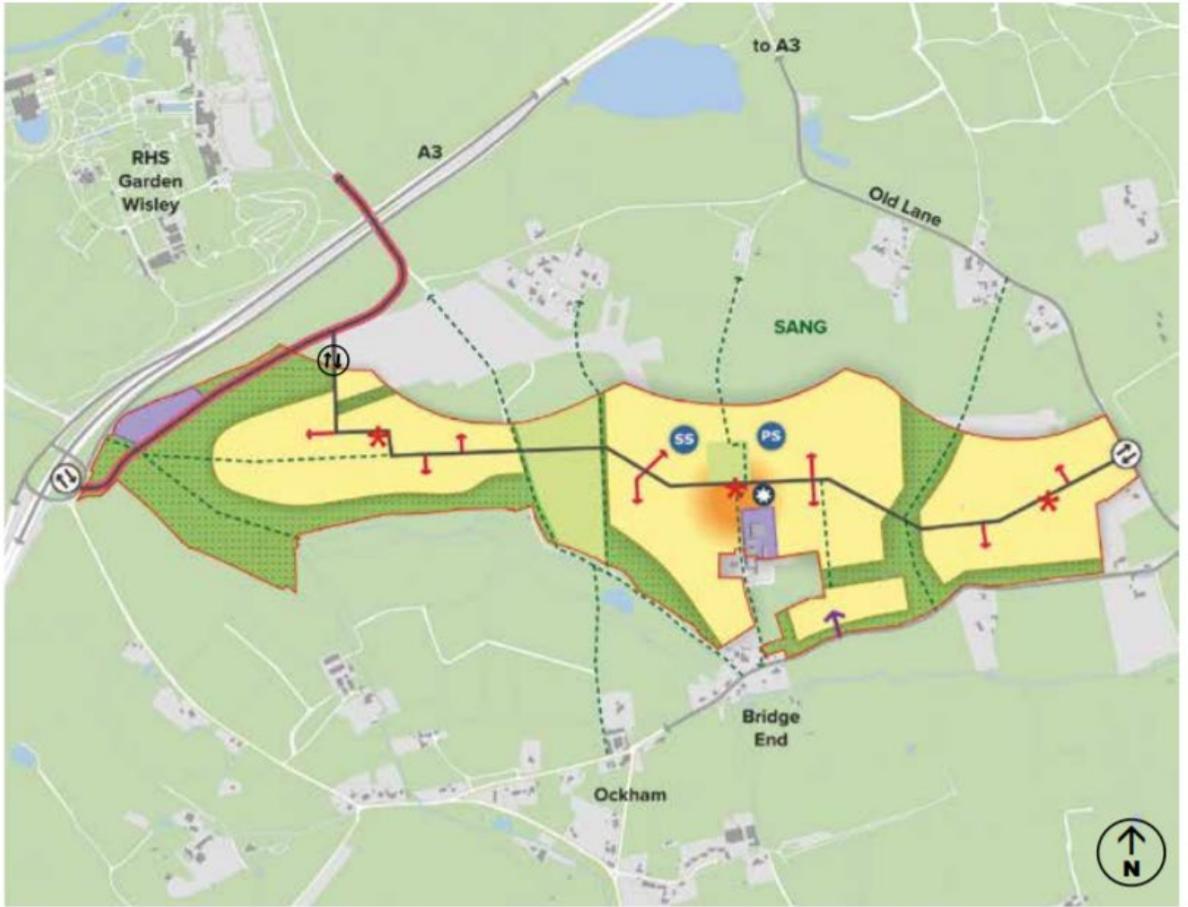
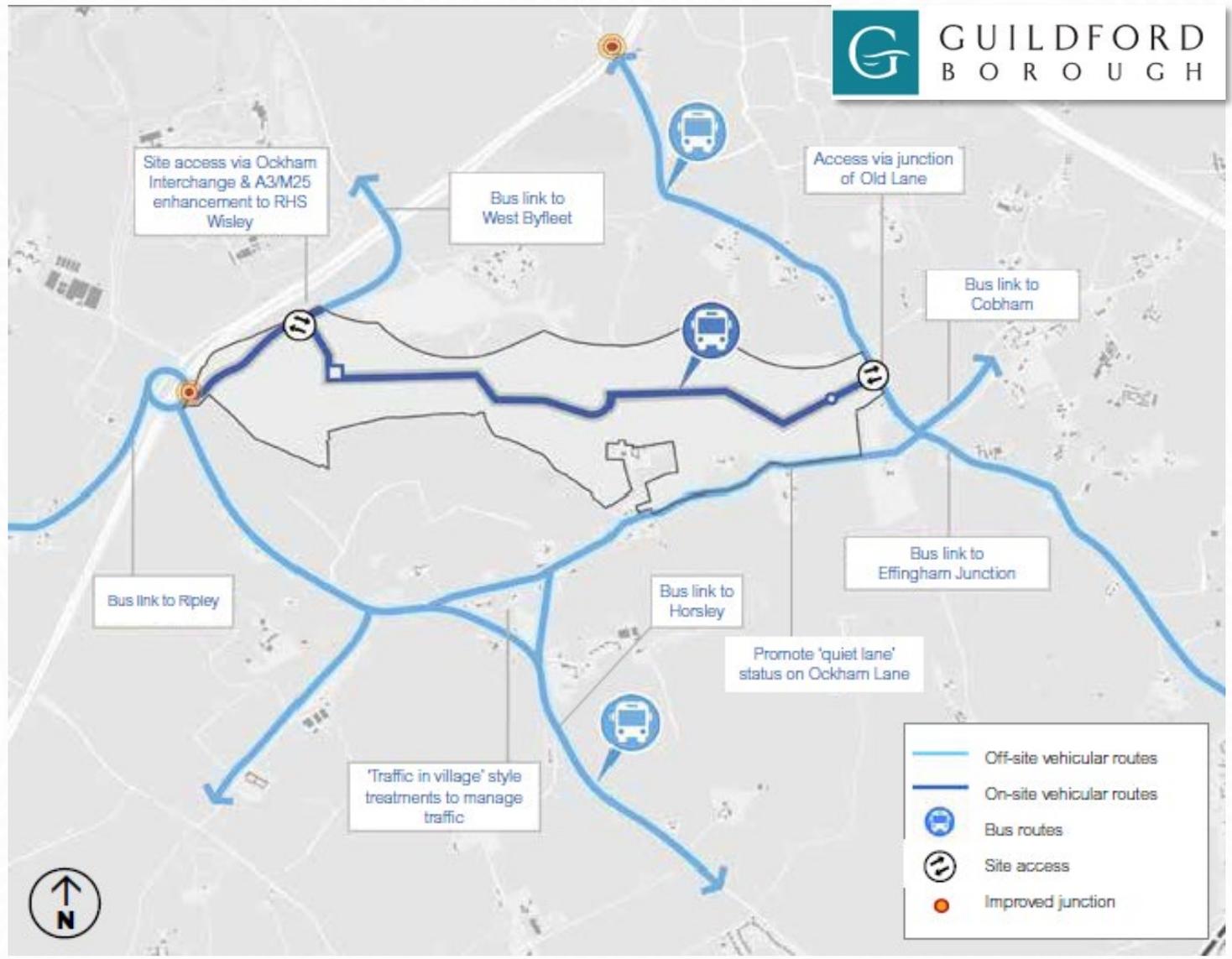


Fig 59: Illustrative application of Master Plan principles to Wisley

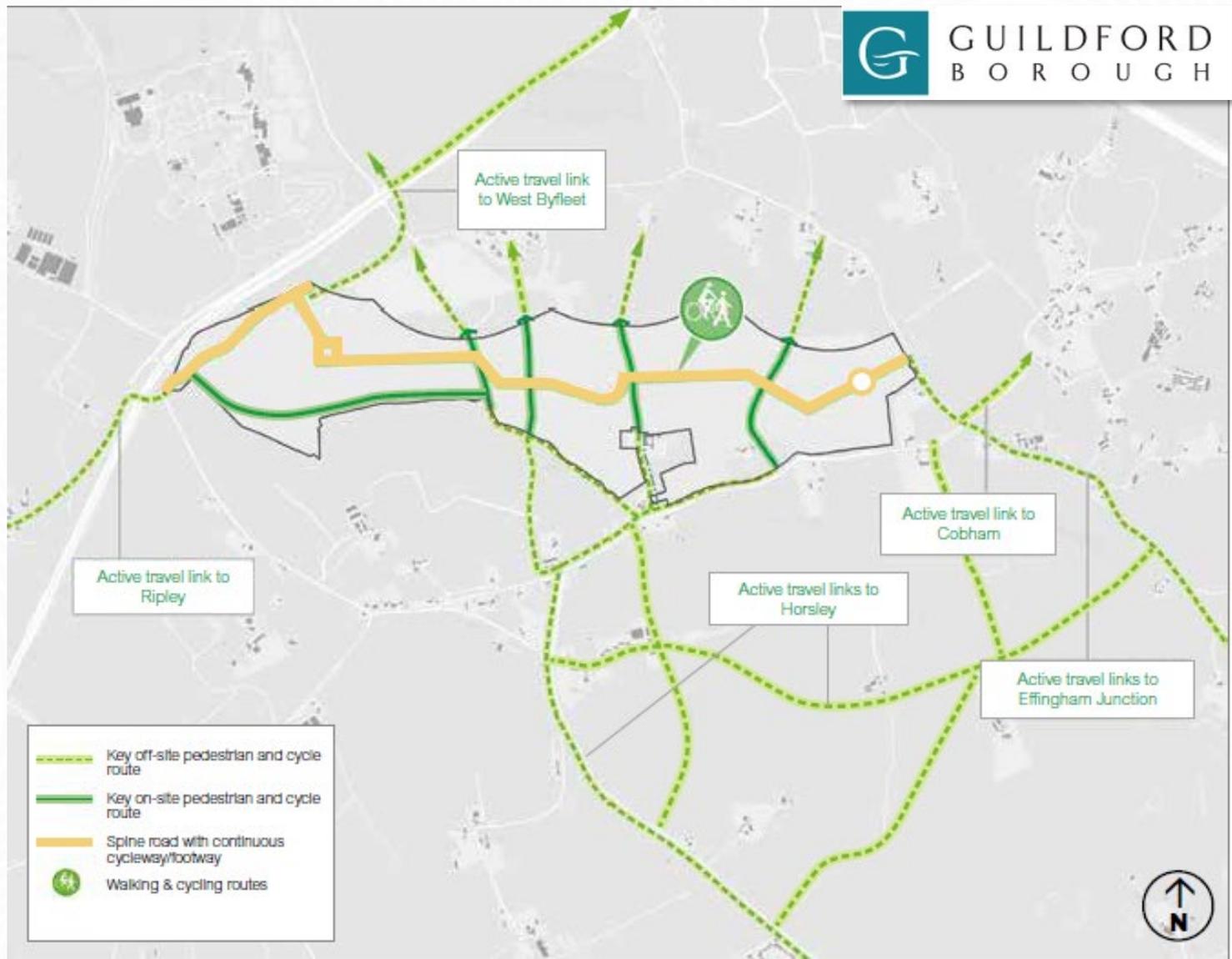
From GBC's Strategic Development Framework Supplementary Planning Document: Fig.59, p.163

Planning Context



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

Planning Context

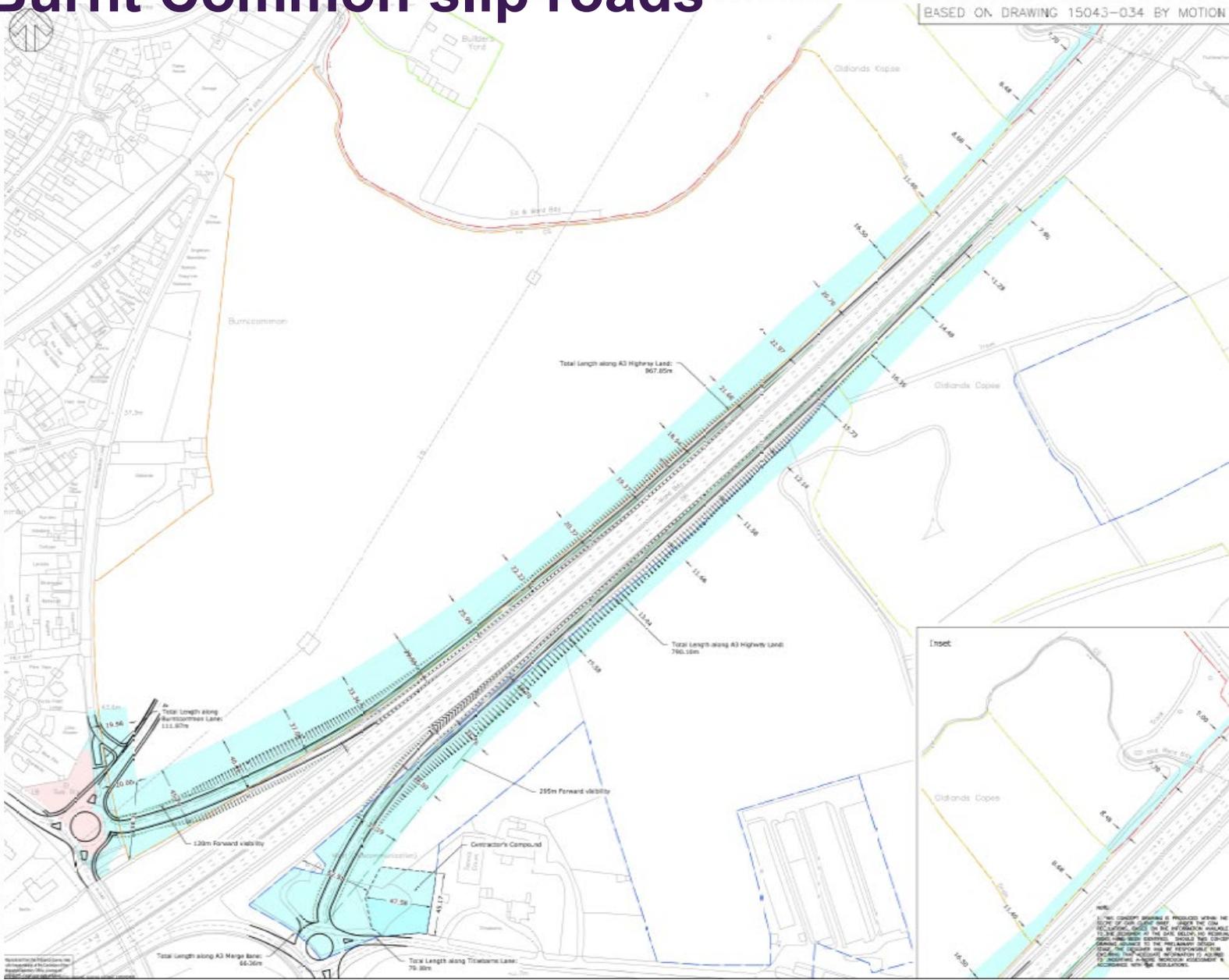


From GBC's Strategic Development Framework Supplementary Planning Document: Fig.62, p.167

Current progress on Transport Assessment

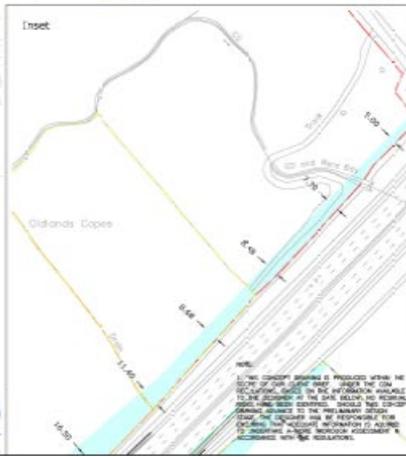
- Traffic modelling has commenced using data from 2020 and 2019 to ensure it is robust given Covid-19. This modelling will be submitted to the Council for their approval.
 - Traffic data has been obtained from Surrey County Council and a mobile network data supplier.
- We have begun to look at designs 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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WALSLEY AIRFIELD PROPERTY INVESTMENTS LTD

FIELDEN CLEGG BRADLEY STUDIOS

WALSLEY AIRFIELD

GARLUICKS ARCH LAND THE AREAS WITH HIGHWAY LAYOUT OVERLAIN

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

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