APPEAL UNDER SECTION 78 OF THE TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED) BY BRIDGE UK PROPERTIES 7 LP

APPEAL REFERENCE APP/Q3630/W/23/3329722

WEYBRIDGE BUSINESS PARK, ADDLESTONE ROAD, ADDLESTONE, SURREY, KT15 2UP

STATEMENT OF CASE

WEYBRIDGE SOCIETY

(RULE 6 PARTY)

NOVEMBER 2023

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APPENDICES

Statement of Case

1. Introduction/Background

1.1 Weybridge residents have become very concerned at the cumulative impact of ever more traffic (including commercial traffic) passing through the Town Centre and using the key roads leading into (or radiating from) it. They have become increasingly vocal on social media and traffic was the top concern in a recent Society survey. A petition has also been posted on the SCC website requesting HGV restrictions on Brooklands Road and flagging up the dangers of HGVs driving along Church Street and Heath Road. As at 24th November 2023, the petition has already collected more than 1,000 signatures.[1]

1.2 Weybridge Society has prepared a slide package for local councillors setting out these wider concerns in more detail - see **Appendix 1**.
Key points include:

- Implications of the particular location of Weybridge between Junctions 10 and 11 of the M25 and close to the M3.

- Increase in warehousing and distribution activity around Weybridge in recent years. (There are already three parcel distribution warehouses located on the south-western edge of the town and currently two brand new speculative warehouses and one older one being marketed with a total combined space of 22,800m^2.)

- Cumulative effects of the warehouse traffic are not being considered by Elmbridge Borough Council ("EBC") and Surrey County Council ("SCC")

1.3 Weybridge Society has been a strong supporter of Active Travel for many years, most recently helping SCC to implement the Brooklands Accessibility Project to create a walking and cycling route from Brooklands to the town centre. Recognising the serious traffic problems that the town currently suffers, the Society is currently establishing a Healthy Travel campaign (see **Appendix 2**) to encourage walking and cycling and has been taking a close interest in Active Travel policy at all levels. We will provide details of our campaign programme to demonstrate our concerns about how this development conflicts with our aims.

2. Overall Impact of the Appeal Scheme

2.1 Para 4.7 of the Appellant's Statement of Case indicates a range of possible uses for the development, including B8 storage and distribution. On 25th October 2023, in response to a second planning application by the Appellant (RU.23/1066), Runnymede Borough Council ("RBC") signified its approval in principle of the proposed range of uses but subject to conditions

[1] ePetition - HGV Ban on Brooklands Road (B374 - Weybridge) - Surrey County Council (surreycc.gov.uk)

(including restrictions on hours of operation)[2]. It is understood the Appellant finds this "hours of operations" condition unacceptable[3]. This suggests that a key motivation for this Appeal is to allow 24-hour operation which would open the way to use of the site for a parcel distribution centre (or similar activity) ("PDC") operating 24 hours a day.

2.2 Other parties to this appeal will be commenting in more detail on the specific matters referred to in RBC's refusal of permission (including traffic-related matters such as noise and over-parking as well as in relation to the unsatisfactory appearance of the proposed development). The Weybridge Society fully supports the Poets Corner Residents' Group in their concerns about the development.

2.3 The focus of Weybridge Society's case is that 24-hour operation as a PDC in this location, just 350 metres from the Weybridge boundary, would generate a further substantial increase in commercial goods movements (HGV/OGV/LGV) on roads in and around Weybridge with a serious detrimental impact on Weybridge residents, in terms of safety, reduced air quality and negative implications for Active Travel. Weybridge Society's concern is that, in reviewing the Application, these impacts, were not thoroughly evaluated or given sufficient weight by the LPA and its consultees in the context of the existing traffic issues in Weybridge.

3. Active Travel Considerations

3.1 The need to get many more people walking and cycling and fewer people driving is now recognised as crucial in order to reduce emissions, meet net zero targets and improve health. Active Travel England[4] (ATE) is responsible for making walking, wheeling and cycling the preferred choice for everyone to get around and their objective is for 50% of trips in England's towns and cities to be walked, wheeled or cycled by 2030. This is a target which requires significant behaviour change and the need for cycling and walking routes to be not just safe but also pleasant and convenient.

3.2 Active Travel considerations are now firmly embedded in the planning system through various mechanisms as set out in guidance produced by ATE who have had a statutory role since June 2023 and have produced checklists and toolkits for LPAs to assess transport proposals appropriately. We have set out our understanding of the way this should work in the context of Surrey's transport plans in **Appendix 2** which contains references to the relevant policies, guidance and plans that support our case, including Local Cycling and Walking Infrastructure Plans (LCWIPS).

3.3 When this application was determined (prior to June 2023), Runnymede's Local Plan already contained a policy SD3 (Active & Sustainable Travel), which covers active travel. It was referenced in the Planning Officer's report[5] in the context of encouraging active travel to and from the facility but not in the context of wider active travel implications for the network and for

[2] Minutes of Runnymede Borough Council Planning Committee Meeting 25th October 2023
[3] Recent email sent on behalf of the Appellant to the Planning Inspector (dated 2nd November 2023) - RBC's proposed hours of operation condition under Planning Application RU.23/1066 would make the revised application scheme unfeasible and unworkable.
[4] https://www.gov.uk/government/organisations/active-travel-england/about
[5] Planning Officer's report (website date 15th March 2023) para 7.5.19 to 7.5.24

motivating more people to walk and cycle. ATE's new guidance and the Surrey Transport Plan should have applied to the subsequent application in October 23 and, as the LCWIPs were in place by June 2022, we believe its principles (see Appendix 2 para 3.1) should inform how active travel ought to have been considered in the original application and should apply now.

3.4 Weybridge Society believes that the effect of this development on core active travel routes – as listed in the relevant LCWIP reports[6] for Runnymede and Elmbridge should be carefully assessed. Relevant routes include:

3.4.1 The Weybridge Road - a Phase 1 Cycling Route.

3.4.2 The Addlestone Road - part of a Phase 1 ""Active Travel Corridor" which would link Addlestone town centre to the Business Parks, which continues to Weybridge town centre. This will serve both towns and link them together via **quiet roads parallel to the busy Weybridge Road**."

3.4.3 The B374 (Church St, Heath Rd and Brooklands Rd), Monument Hill, Queens Road and Oatlands Drive which are all designated 'cycle corridors'.

3.5 This development sits right in the middle of the Addlestone Active Travel Corridor. In reality, Addlestone Road is often congested during school run time as children living in Addlestone attend schools in Weybridge, and vice-versa. The distance between the two places is very suitable for all ages to walk and cycle and our Healthy Travel campaign has identified the school run generally as a high priority area to target, since it will take traffic off the roads and also instil active travel habits in young people.

3.6 Weybridge Society believes that this proposal would be disastrous for active travel in the area and contrary to national and local policy.

4. Transport Considerations – Increase in Traffic

4.1 The Appellant has used its selected TRICS data to assess the traffic impact of the development proposals. Based on this data, the conclusion, summarized at para 6.97 of the Appellant's Statement of Case, is that, for a PDC, there will be "a net reduction in PCUs during the peak hours on the highway network. There would therefore not be any significant or severe impacts on the transport network."

4.2 Weybridge Society does not agree with the underlying assumptions on which this conclusion is based for reasons set out in more detail at **Appendix 4** and, in any event, the broader point is that the analysis appears to concentrate on the net impact on highway capacity at peak hours[7] - (and with a limited definition of "peak hours"). It does not address the wider concerns about the overall impact of the potential increase in commercial traffic over a 24-hour period. "Severe" does not just refer to congestion. Other important factors in assessing severity of impact may include such items as free-flow of traffic and **highway safety**; the **ability for pedestrians to cross**

[6] See extract of Runnymede and Elmbridge LCWIPs in Appendix 3

[7] see also Planning Officer's report (RBC website - date 15th March 2023) at para 7.5.9 and Surrey Highways' letter (RBC website - date 9th February 2023)

the main road conveniently and safely and the **ease of vehicles to gain access to the main road from side streets and access points"**[8]

4.3 Taking the above points into consideration, and still using the Appellant's selected TRICS data, the graphs set out at **Appendix 5** show the net increase in PCUs over a 24-hour period for a PDC as compared with the prior (permitted) office use. Total PCUs for the PDC activity at the "peak hours" as shown in the first graph are consistent with the numbers shown in the Appellant's table at para 6.95 of their Statement of Case; however, the second graph demonstrates that total PCU movements over a 24-hour period are significantly higher for the PDC – approximately double the total number in the Appellant's office use case. Clearly, the differential would be even greater if comparison were to be based on current ACTUAL use of the (vacant) site.

4.4 The Society intends to carry out further analysis of traffic flow using data contained in the 2022 traffic survey data provided by the Appellant in the original Application

4.5 In addition, it should be noted that the term "Parcel Distribution Centre" can cover a range of operating models which generate different levels and types of vehicle traffic. The selection of comparison data from the TRICS database is therefore absolutely critical - see **Appendix 6** which sets out the Society's understanding of relevant principles applicable to the selection and use of TRICS data in relation to PDCs. The examples at **Appendix 5** above have been based on the Appellant's TRICS data since this is what is available but, as explained in **Appendix 6**, the Society does not, in fact, accept that the Appellant's TRICS data represents the highest possible number of traffic movements. In particular, the main PDC site which the Appellant has selected from the TRICS database, and which represents 70% of the traffic data is a unique international airport hub parcel centre that is not an appropriate comparison site for the Appellant's proposals since it is highly unlikely to include significant local LGV traffic to end customers. Per Appendix 6, there should be an independent review of the sites selected from the TRICS database to ensure that suitable data is being used to produce likely traffic movements.

5. Transport Considerations - Constraints of the Site

5.1 The Appellant's Delivery and Servicing Plan of October 2022[9] indicates that the access route for delivery and servicing traffic will be to and from Junction 11 of the M25 via the A317 and St Peter's Way but this would not necessarily be the case.

5.1.1 for a parcel distribution centre it is estimated that circa 50% of "last mile" delivery traffic would head eastwards through Weybridge.

5.1.2 Vehicles, including HGVs, approaching the site from the south-east, including from the Channel Ports, may, and commonly do (particularly if the M25 is busy), choose to exit the M25 at Junction 10 and take the shorter route through Byfleet and Weybridge – see map at Slide 6 of **Appendix 1**.

[8]See comments of Planning Inspector at APP/D3315/W/16/3157862 (paragraphs 16-17)

[9] Appellant's Delivery and Servicing Plan (October 22) Fig 2.2

5.2 As referred to in **Appendix 1**, there are already regular traffic queues and gridlocks on the key roads through and in and out of Weybridge Town Centre. This includes the A317, which the Appellant identifies as the main access road into and out of the development, and which is frequently heavily congested in one or other (or both) directions at different times of the day and is already documented as being one of the most congested roads in the county[10].

5.3 ANY traffic heading east from the site must either:

5.3.1 First turn west along the A317 carriageway and go around the St. George's roundabout before heading back east along the A 317 into Weybridge or;

5.3.2 Turn right out of the main entrance into Addlestone Road, which is a fairly narrow road, also frequently congested (as it operates as an overspill from the A317) and limited at one end by the historic Wey Bridge which has a weight limit of 7.5t and a width restriction of 7 feet. (Indeed HGVs occasionally travel on this road in error and get stuck at the bridge where there is very limited turning space.)

6. Key Safety Concerns

6.1 On top of the Active Travel concerns already highlighted above, the constraints of the site, combined with the increase in traffic movements connected with a 24-hour parcel distribution (or similar) activity, give rise to concerns in relation to safety.

6.2 There would be an increased number of HGVs passing along cycling routes identified in Runnymede and Elmbridge LCWIPs and listed in section 3.4. These include Heath Road, Brooklands Road, Monument Hill, Queen's Road, Oatlands Drive, Addlestone Road (and the old Wey Bridge) and the A317 Weybridge Road. This would increase the risk of accidents and deter people from taking up cycling, especially children and older people.

6.3 A very specific safety "hot spot" is Church Street and the mini-roundabout at the junction of Church Street and Balfour Road which are difficult for HGVs to negotiate. This already gives rise to potential safety issues for other road users and pedestrians. HGVs have been seen mounting pavements, demolishing barriers and getting stuck across the roundabout. The Society intends to present photographic and narrative evidence of incidents which have been recorded by local residents. Any increase in HGV traffic using this route, especially after dark, should be discouraged.

6.4 There would be a tendency for parcel vans and other vehicles to travel along the Addlestone Road, especially if this development generates more traffic on the already congested Weybridge Road. The Runnymede LCWIP[11] proposes widening the northern footway by reducing what is already a very narrow carriageway to the minimum so any vans that do take this route would be travelling very close to people walking on the path and make them feel unsafe, even if calming measures are in place.

[10] See paragraphs 5.42 and 5.43 of the Runnymede Borough Council Local Plan https://www.runnymede.gov.uk/downloads/file/781/adopted-2030-lp

[11] Appendix 3 Extract from Runnymede LCWIP report Page 150

6.5 Pedestrians would be at risk crossing the roads in the vicinity of the site.

6.6 The main local hospital, St Peter's, lies just the other side of the M25 so the A317 is a main access route for ambulances into and out of Weybridge, Walton and Hersham. Added congestion on the A317 (and it is clear that, regardless of notional calculations, there will be a real increase in current traffic arising from this development) will increase the risk of delays in ambulance journeys. Similar concerns apply to the Fire Station at Chertsey.

7. Conclusion

7.1 The Appeal scheme if implemented could have a very significant impact not only on the immediate area around the site, but also over the wider area including Weybridge Town Centre.

7.1.1 The immediate vicinity, with constrained access, from both Weybridge Road and Addlestone Road can become congested and difficult to negotiate with very limited increases in traffic, causing additional noise, pollution and potential hazards to pedestrians and cyclists.

7.1.2 At the wider scale, these damaging changes will exacerbate the existing situation in Weybridge and other nearby areas.

7.2 Weybridge Society is concerned that neither these cumulative effects, nor the consequences for active travel have been properly considered by the LPA or EBC and SSC.

7.3 There is also concern at what appears to be the "open ended" nature of the adverse impacts of the scheme.

7.3.1 The traffic arguments have centred on comparison with a notional base level, whether derived from the existing office permitted uses or the recently approved Application. However, for the immediate residents, and for the wider Weybridge public, the real base against which the impact will be experienced is the situation now, with the whole site vacant.

7.3.2 The difficulty in predicting realistic eventual traffic levels owing to the different types of PDC that can exist exacerbates the uncertainties.

7.3.3 The scheme is both physically, and in traffic generational impact too large; it is in a difficult-to-access and constrained location and has too many uncertainties. The Appeal should therefore fail.

WEYBRIDGE SOCIETY

APP/Q3630/W/23/3329722

Weybridge Business Park, Addlestone Road, Addlestone, Surrey, KT15 2UP

DRAFT LIST OF CONDITIONS/LIMITATIONS

26 November 2023

1. Height restriction barrier to be placed at both ends of Wey Bridge
2. Hours of operation restricted to 7am to 9.00pm as imposed on application 2023/1066 (formal decision awaited)
3. HGVs to access Weybridge Business Park from Junction 11 of M25 only (as Mode Delivery & Service Plan – Oct 22 Item 3 & Savills Market Assessment April 22 Para 2.2.1)
4. Signage and road markings at the building exits onto Addlestone Road instructing that all vehicles must turn left (ie not towards Weybridge).
5. For all initial or future tenants who wish to operate Unit 100 as a Parcel Distribution Centre, the Appellant must ensure that worst case traffic generation figures presented for use as a PDC in the planning application will not be exceeded by the potential operator.
   This will require the Appellant to provide the LPA and Surrey Highways with full details of the specific PDC operating model of the potential operator together with representative trip generation data and also parking accumulation data relevant to that potential operator. The authorities will assess that the suitability of the TRICS sites selected and corresponding data are, as far as practicable, similar to those of the original planning application PDC notional usage.

APPELLANT TO CONTRIBUTE TOWARDS

1. Improvements to pavements in Addlestone Road
2. Improvements to Walking & Cycling Routes (Green Corridor)
3. Campaigns to promote ‘Active Travel’ to school children.

What's wrong with Weybridge……and what can be done about it…?

"Traffic, traffic, traffic……"

The worst thing about Weybridge according to the Society's 2023 survey of residents

Topics covered

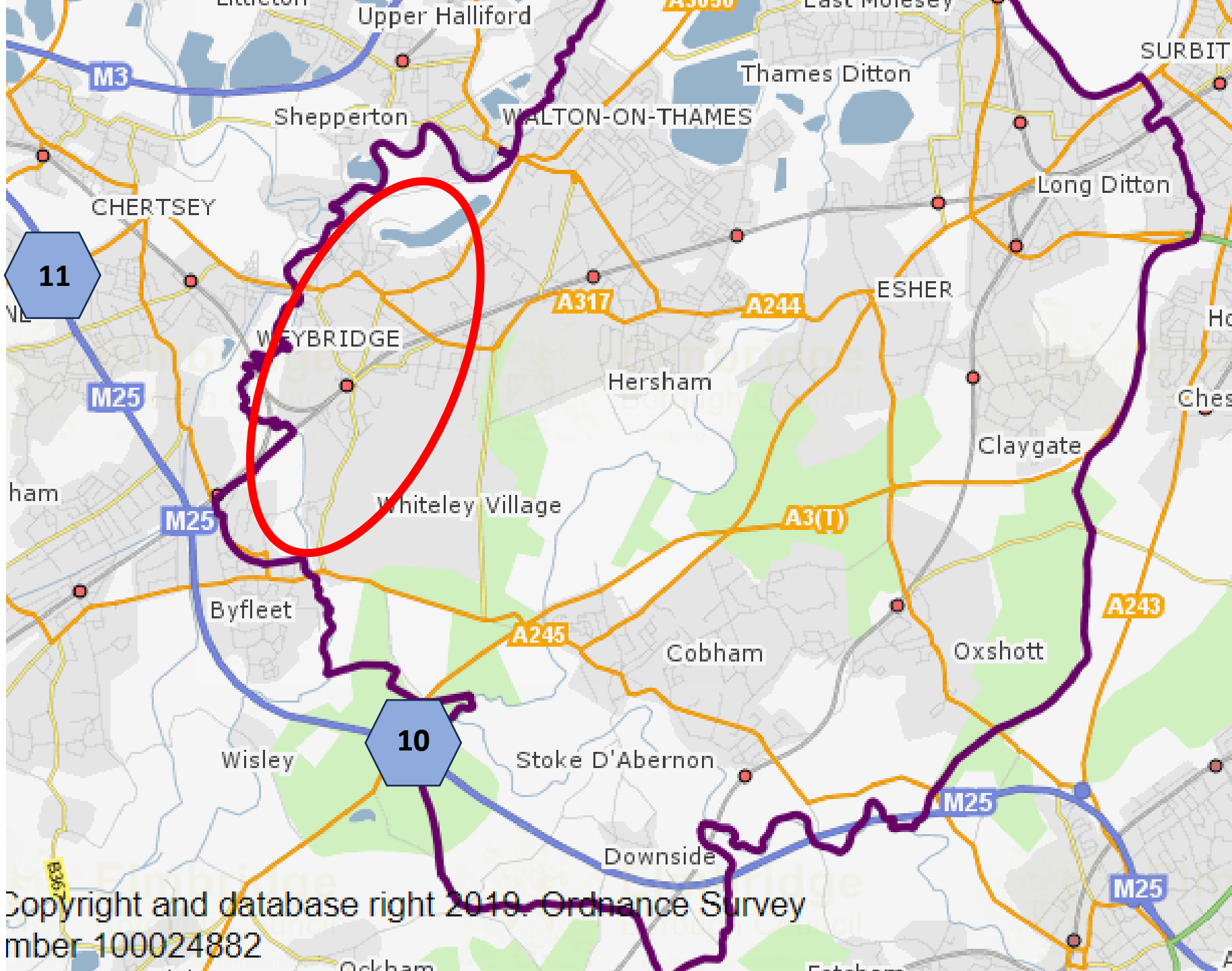
- Weybridge’s location in Elmbridge
- Weybridge’s unique situation
- The particular traffic problems
- Reasons for traffic issues
- Impact on residents
- Why it’s going to get worse
- What can be done about it

Weybridge location in Elmbridge & M25 Jcts 10 & 11

Elmbridge Boundary

Weybridge

M25 Junctions

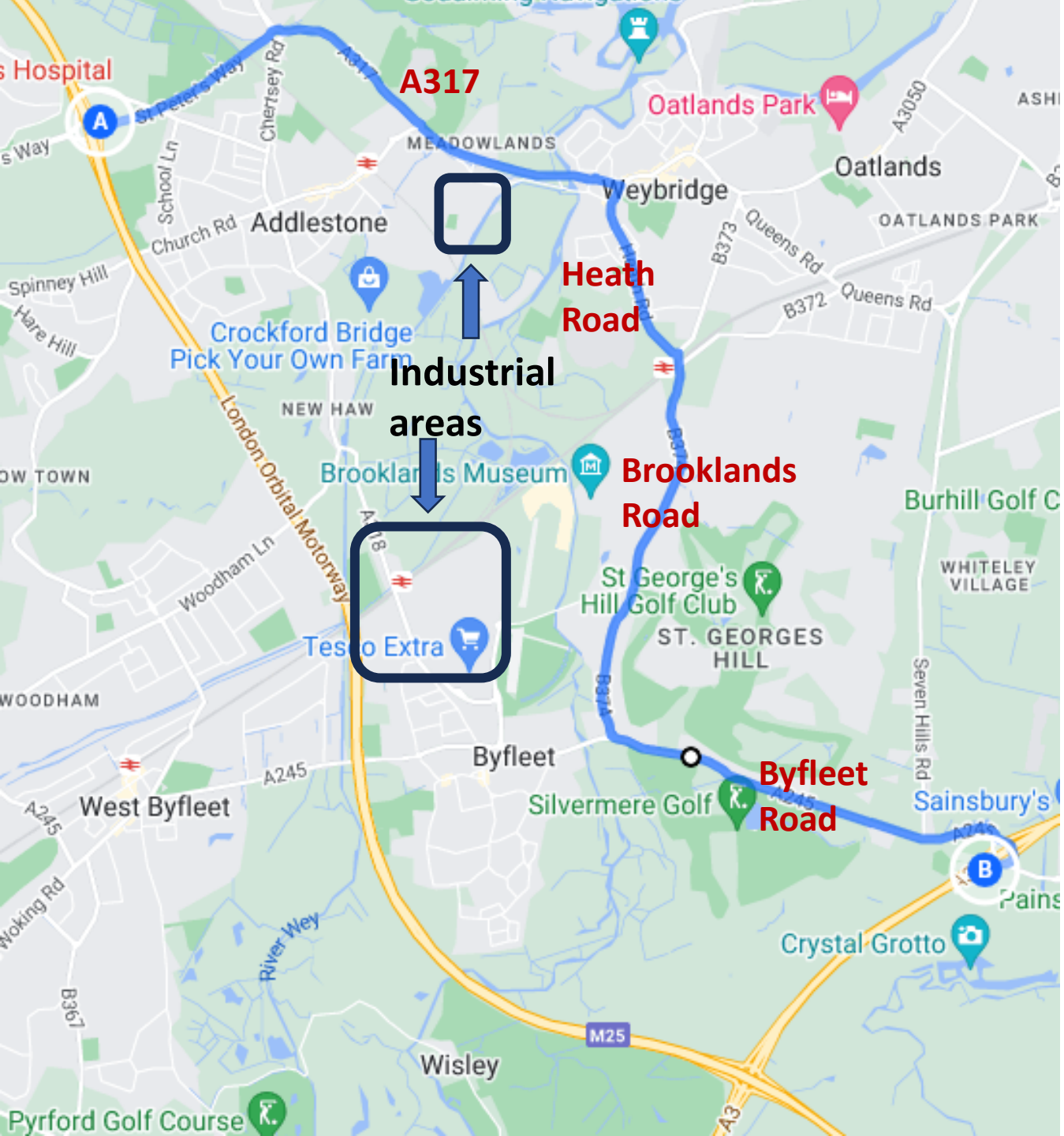


Why Weybridge is unique in Elmbridge

- Proximity to **M25 Jcts 10 and 11**
- **Brooklands Industrial area** is by far the **largest Industrial area** in Elmbridge
  - The industrial area has been progressively allowed to become **warehousing** - Planning Use Class B8 rather than B2, General industrial
  - The worst case for warehouse traffic is use as **Parcel Distribution Centres** – **this now dominates at Brooklands**
  - There is **more to come** with new speculative warehouse builds
- The **cumulative effect** of all the resulting traffic is never taken into account

Weybridge road and traffic factors!

- **Location**
  - Closest town in **Elmbridge to M25** – both Junctions 10 and 11
  - M25 between Junctions 10 and 11 is often congested
  - A3 close by at Cobham/Painshill
  - High Street/Church Street/Balfour Rd is a main through road - A317
- **Limited access routes**
  - To/from the East – Queens Rd and Oatlands Drive
  - To/from South – Brooklands Road
  - To/from West – Weybridge Road (& Addlestone Road along canal)
  - To/from North – None, only via East or West
- **Industrial/Commercial areas**
  - Major old industrial sites redeveloped locally are creating large amounts of traffic
  - **Brooklands industrial area** - affect on Brooklands Road & Byfleet Road
  - **Oyster Lane**, Byfleet trading estates
  - **Weybridge Trading Estate**, Addlestone Road/Ham Moor Lane – affect on Weybridge Rd & Woburn Hill
- **Weybridge is unique in Elmbridge**
  - **No other Elmbridge town is affected as much by similar factors**
  - **Brooklands Road/Heath Road route between M25 junctions is the worst affected**



‘The M25 Relief Road ’

Route A - B

- M25 to A317 Weybridge Road
- Heath Road & Brooklands Road
- Byfleet Road to A3 Painshill Junction (& then M25)

Two major Industrial areas

- Brooklands industrial area – **warehousing with parcel distribution**
- Weybridge Trading Estate & Business Park - Addlestone

Regular Traffic Queues and Gridlock

- **Morning**
  - Weybridge Road A317 coming into Weybridge from the West
  - Brooklands Rd/Heath Road down towards Balfour Rd mini-roundabout
  - Hanger Hill coming to War Memorial/Queens Road
  - Byfleet Road all the way to A3 Painshill junction
- **Afternoon/Evening**
  - From 3 – 7pm - leaving Weybridge going West, queue all the way until Addlestone Moor roundabout
    - Made worse by backing up traffic from Addlestone level crossing & new road signage at Addlestone Moor roundabout
  - Brooklands Road from Wellington Way up to Station due to poor road layout at Station
  - Byfleet Road from end of Brooklands Rd all the way to A3 Painshill junction
- **Night time**
  - HGVs coming along Brooklands Rd/Heath Rd all through the night
- **Result -** Severe traffic issues on key Weybridge routes! A large part caused by commercial businesses & workers

Multiple reasons for current traffic issues

- **Regular traffic levels in Weybridge town**
  - Peak hours from incoming workers and school drop offs & collects
  - **HGVs** - night time but increasingly during the day on Heath Road & Balfour Rd – resulting from drivers avoiding the long queue on Byfleet Rd to A3/M25
- **Local incidents**
  - **Weybridge used as cut through** or diversion route when issues on **M25/A3**
    - Crashes, maintenance closures, current Jct 10 M25/A3 work
  - **Utilities ageing infrastructure – cannot handle growth without being upgraded**
    - **Gas, Water, Electricity, Sewerage, Telecoms**
    - **Regular roadworks** for **emergency repairs** and also connecting to new developments
    - **Example July/Aug 2023** - Woburn Hill and Brooklands Rd both had **2 week temporary lights** at the same time for emergency water & gas repairs, causing very long tailbacks
- **Huge growth in home delivery services**
  - Major local distribution warehouses with HGVs & delivery vans
- **Weybridge population & housing growth (2021)**
  - Population **25,100** and households **10,400** - 2011 to 2021 **6% increase**

Profound impact on Residents

- **Frustration**
  - continual increase in traffic congestion
  - current proposals for huge increase in housing developments, mainly flats
  - seemingly no coordination about multiple roadworks in the area
- **Noise** generated by traffic, day and night
  - Poor sleep and affect on mental health
  - Particular issue with the ‘road table’ on Heath Road
- **Pollution** - poor air quality affecting health
- Traffic levels **discourage** many to use bikes, or even walk along busy roads
- **People being put off living in Weybridge**

It's only going to get worse…..Industrial

Brooklands – insidious growth in warehouses from other uses

- **Existing** – **Amazon 28,500m²,** Evri 5,600m², John Lewis 8,100m², Selco, Luxfords, etc
- **Currently being marketed** – 2 speculative new builds & 1 other large warehouse, total **22,800m²**
- **Coming into service** – ex BAE, now UPS depot **9,700m²**
- **Summary - existing c. 44,600m². Future additional 32,500m² = increase of 73%**

Weybridge Business Park - warehouses on Addlestone Road

- **Bridge International – planning approved for new builds of 16,000m²**

Result >100% more warehouse space and related traffic around Weybridge

It’s only going to get worse…..Residential

Major Residential Proposals on Brooklands Road and Heath Road

- **Members Hill – 205 flats, approved**
- **Abbey House – 106 flats, in planning, decision imminent**
- **LEOS St Georges Gardens, Brooklands Road - in planning now**
  - **211 flats and 32 houses = 243 units**
- **Brooklands College – 237 flats + 83 houses = 320 units, in planning now**
- **TOTAL - possibly 874 new homes**
  - **with other applications in Weybridge approx. 1000 new homes – a 10% increase**

What's to be done…..

- EBC and SCC/Surrey Highways to understand the unique Weybridge issues
  - Get agreement on a set of actions
- Evaluate what the current capacities of the key roads are and how close they are to saturation?
- Evaluate potential impact of new warehouses?
- Traffic survey of HGV and van traffic from Brooklands?
- Model total future traffic from commercial & residential?
- New homes in Brooklands area – how many is reasonable?
  - EBC take into account potential total numbers
- More enforcement of Brooklands HGV traffic to/from M25 not to come through Weybridge town?
  - Currently 2nd petition to SCC
- Get local residents involved in the discussion?
- ????

Appendix 2

Application of Active Travel considerations

1. Introduction

1.1 This appendix sets out Weybridge Society's understanding of how Active Travel considerations should apply to proposal RU.22/0776 and the appeal against it. It also evidences our view that the considerations have not been adequately applied in either RU.22/0776 or the subsequent RU.23/1066.

1.2 Active Travel considerations are described in various policies that are interlinked. Active Travel England (ATE)[1] have had a statutory role since June 2023 and must be consulted by LPAs for developments over 7,500 m2 of floorspace.

2. Relevant Policies and Guidance

2.1 These are:

- Gear Change: A Bold Vision for Cycling and Walking
- Runnymede Borough Council Local Plan Policy SD3:
- Surrey Transport Plan: Active Travel and Personal Mobility Policy
- Runnymede LCWIP report
- Elmbridge LCWIP report
- ATE Standing Advice Note: Active travel and sustainable development
- ATE Planning Application Assessment Toolkit
- ATE Planning Application Assessment Toolkit: Checklist User Manual

Appendix 3 contains extracts from the Runnymede and Elmbridge LCWIP reports that are relevant to our case.

2.2 Weybridge Society reserves the right to add to these documents as appropriate.

2.3 ATE's standing guidance points to checklists and toolkits for LPAs to assess transport proposals appropriately. These include a Planning Application Assessment Toolkit and a Checklist User Manual which contains a list of documents to be considered. While the Assessment Toolkit is orientated towards residential development, we assume that the general principles and guidance apply to a commercial development such as Weybridge Business Park.

2.4 The toolkit contains the following statement:

""The submitted Transport Assessment must provide quantitative and qualitative analyses of the active travel environment surrounding the site. An evaluation of the quality of current walking, wheeling and cycling infrastructure should be provided and the future trip generation forecast based on well thought out and realistic yet ambitious assumptions for the take-up of active travel and the future provision of active travel infrastructure, schemes and initiatives."

[1] https://www.gov.uk/government/organisations/active-travel-england/about

The Checklist User Manual which is referenced in the guide specifically mentions the need to consult Local Transport Plans and Local Cycling and Walking Infrastructure Plans.

2.5 Even before ATE was established, the Runnymede local plan's policy SD3 stated that "the Council will support schemes and development proposals which enhance the accessibility and connectivity between people and places by active and sustainable forms of travel. One of the ways of achieving this is to support and implement the objectives and strategies of the Surrey Local Transport Plan".

2.6 The Surrey Local Transport Plan's[2] Active travel and personal mobility policy aims to "prioritise walking and cycling over less sustainable modes through the delivery of facilities which make active travel more convenient, pleasant, and safe". Such facilities include an integrated and high-quality network of cycle routes and footpaths across the county, segregated from general traffic wherever possible." It also says "we will use the Local Cycling and Walking Infrastructure Plan (LCWIP) process to identify and prioritise key routes and improvements required to support travel by active and personal mobility options."

3. Application of Considerations to RU.22/0776 and RU.23/1066

3.1 When this application was determined in March 2023, there was no obligation to consult Active Travel England, but the Surrey Transport Plan and its active travel strategies were in place and LCWIPS had been published for Runnymede and Elmbridge by June 2022. The Committee Report RU.22/0776 mentions sustainable transport policy SD3 in section 7.5 but does not reference the Active Travel and Mobility policy in Surrey's Local Transport plan or the LCWIPs. It only describes considerations that apply to people travelling to and from the facility and does not mention the effect of the development on the walking and cycling network.

3.2 Surrey Highways accepted the appellant's assertion that "The later submitted plans show that all HGV's can be accommodated on the local roads/junctions without causing any harm to pedestrians."

3.3 When the second application (RU.23/1066) for this site was submitted, Surrey Highways made no mention of the Active Travel guidance in its response which was published on August 14th, after ATE became a statutory consultee. ATE was consulted by the LPA late in the process and responded to say "ATE has determined that standing advice should be issued and would encourage the LPA to consider this as part of its assessment of the application."

3.4 An Addendum to the Committee report was issued to say "Active Travel England have responded and not provided any specific comments but instead referred to their Standing Advice Note dated October 2023. The standing advice is based on the provisions of the NPPF and seeks to encourage travel plans, a transport statement and encouragement to use public transport, active travel (including cycle facilities) and highway safety. It is considered that all these matters have been considered in the Committee Report and align with the requirements already contained in Local Plan policies. For the avoidance of doubt highway safety (which includes all highway users, including pedestrians and cyclist) is considered in paras 7.5.8- 7.5.10 and sustainable travel is

[2] https://www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/transport-plan/policy-areas/active-travel

considered in paras 7.5.14- 7.5.19 of the Committee Report."

3.5 The paragraphs in the Committee Report make no mention of the quiet corridor referenced in the Runnymede LCWIP and how this might be threatened by a large number of vehicles entering and leaving the site.

3.6 As set out in the main statement of case document, Weybridge Society does not believe that the LPA took sufficient account of the ATE standing guidance or the policies expressed in Surrey's Transport plan which aim to provide routes that are not only safe, but pleasant and convenient. We believe that the permission given for RU.23/1066 cannot apply to the earlier application.

3.7 Weybridge Society believes that the effect of this development on core active travel routes – [as now referred to] in the relevant LCWIP reports for Runnymede and Elmbridge should be carefully assessed. Extracts of these reports can be found in **Appendix 3.** Relevant routes include:

3.7.1 The Weybridge Road - a Phase 1 Cycling Route. (Runnymede LCWIP report page 82)

3.7.2 The Addlestone Road - part of a Phase 1 ""Active Travel Corridor" which would link Addlestone town centre to the Business Parks, which continues to Weybridge town centre. This will serve both towns and link them together via **quiet roads parallel to the busy Weybridge Road**." (Runnymede LCWIP report page 107)

3.7.3 The B374 (Church St, Heath Rd and Brooklands Rd), Monument Hill, Queens Road and Oatlands Drive which are all designated 'cycle corridors'. (Elmbridge LCWIP report pages 100-107)

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Member of the SNC-Lavalin Group

Runnymede Local Cycling and Walking Infrastructure Plan

SURREY COUNTY COUNCIL & RUNNYMEDE BOROUGH COUNCIL

1 June 2022

SURREY COUNTY COUNCIL

Runnymede BOROUGH COUNCIL

Cycle network typology

The proposed cycle facility typologies across the Phase 1 cycle route network are illustrated in Figure 68. The proposed facilities reflect the design principles, local aspirations for cycling, and anticipated potential constraints along each route at this initial stage of option assessment.

Future feasibility design stages may be required along some routes to review constraints and cycle facility options in more detail. The proposed cycle network comprises a mix of facility typologies, indicative of the varying facility contexts and constraints across the Borough. It includes, for example sections of segregated cycle lanes where there is potential to reallocate space within the public highway or during future development. In significantly constrained areas, it includes proposals to improve cycling with mixed traffic, reducing traffic speeds, providing advisory cycle lanes, restricting motor vehicle access, tightening side road junctions, providing cycle markings, or redesigning streets to enhance cycle and pedestrian priority.

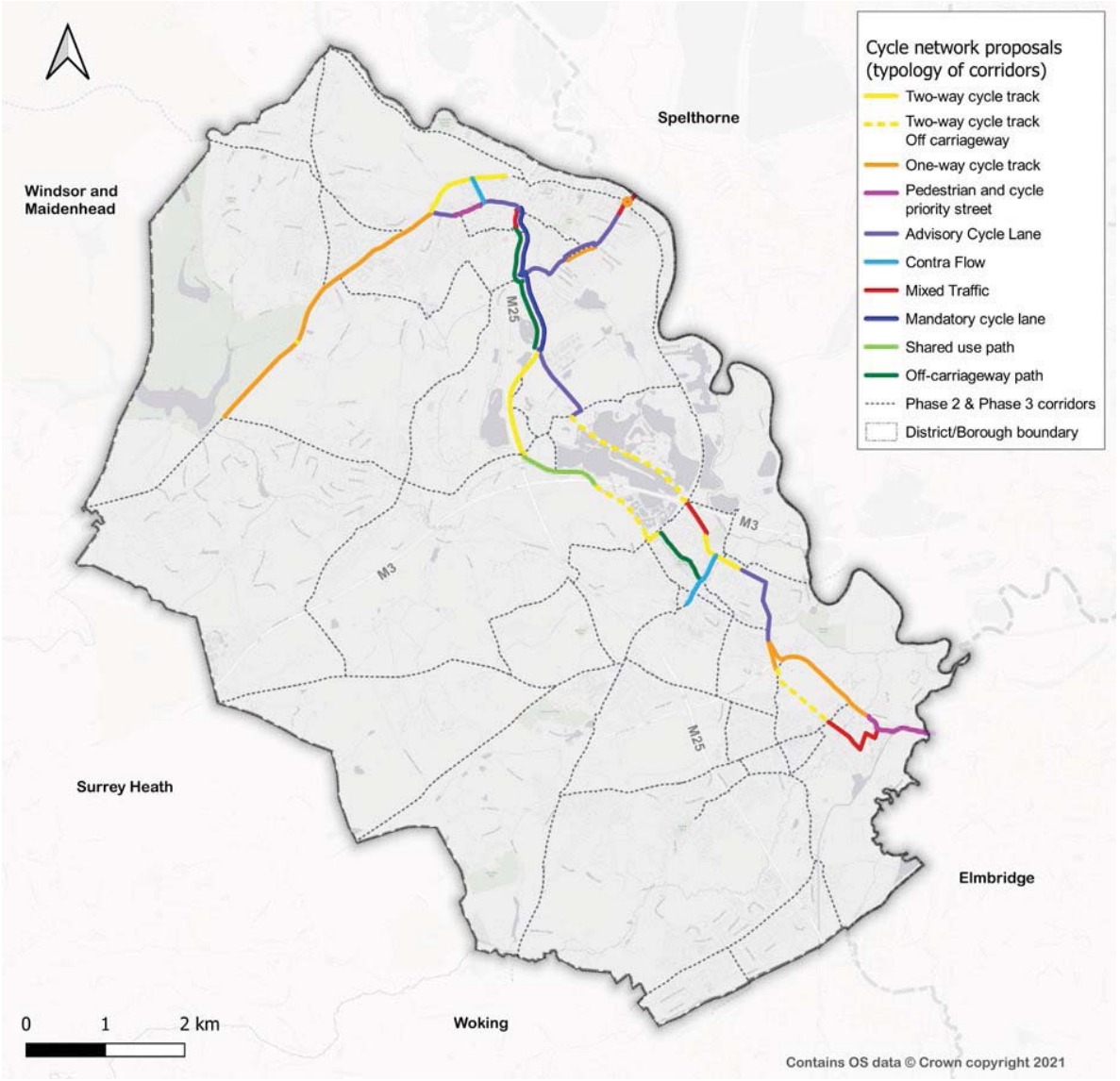

Figure 68. Phase 1 cycle corridors according to typology

Route 2: Chertsey to Weybridge Rail Station

Proposed Improvements

1. Provide single phase toucan crossing for cyclists to transition from one-way facilities on A317 Chertsey Road to mixed traffic on the Chertsey Road service lane alignment.
2. Provide parallel crossing with pedestrian and cyclist priority on Roakes Avenue.
3. Make use of existing subway provision under St Peter's Way to link to Addlestone avoiding St Peter's Way/A317 roundabout. Provide step or line segregation between pedestrians and cyclists along link, depending on expected flows.

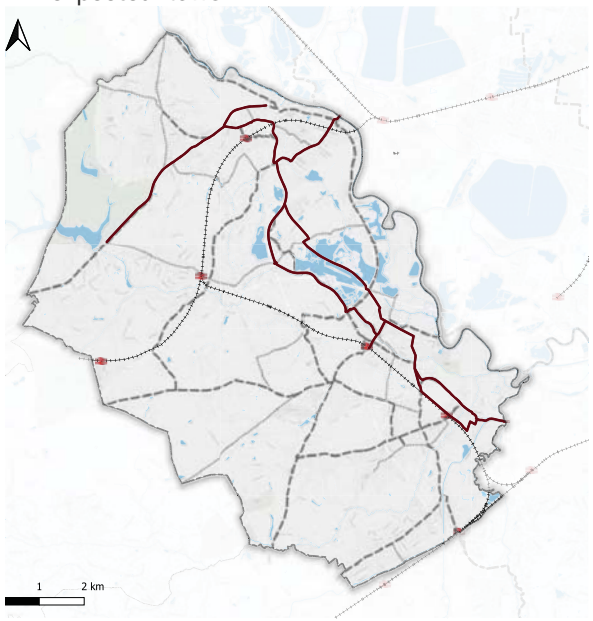

Figure 94. Location Map

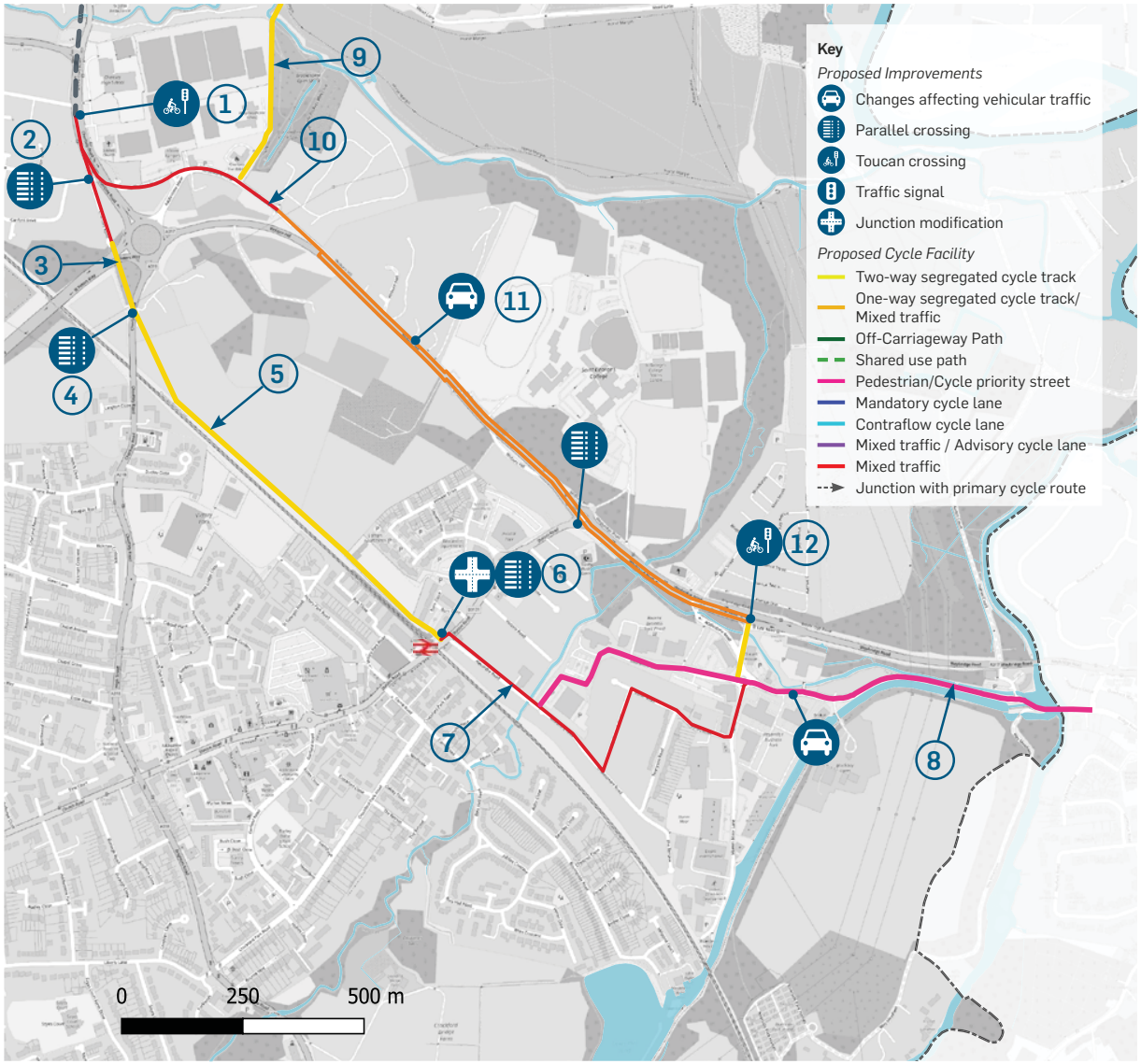

Figure 93. Route 2, Chertsey to Weybridge Rail Station

4. Provide parallel crossing at Chertsey Road to access proposed off-road facility. Further analysis needs to be undertaken as part of feasibility design to understand any limitations to design proposals.
5. New alignment northeast of railway line, with 3m two-way cycle track and potentially separate pedestrian provision, with 3rd party rural land acquisition required for active travel facilities. Facility to connect to existing cycle track through Marconi Sports Field.
6. Raised table junction on Station Road/ Alexandra Road to slow traffic on the approach to cycle crossing location. Proposal to be confirmed in the next stages of design following discussions with Network Rail. Additional cycle parking to be added at key locations.
7. Mixed-traffic provision. Make use of existing point closure at Alexandra Road to connect to proposed off-road facility parallel to railway line. Additional investigations required to determine impact of Travis Perkins site traffic on corridor.
8. Addlestone Road as 'Active Travel Corridor'. Mixed traffic provision on Addlestone Road, with removal of road centrelines and including horizontal deflections for motor vehicles with cycle bypasses. Crossing of the River Way via the Town Lock

Alternative alignments

9. Promote existing alignment along NCN4 and its connection to Mead Lane.
10. Formalise cycling use at Addlestone Moor service road to connect with existing segregated route along Woburn Hill.
11. Widen cycle track and footway to LTN 1/20 standards. Requires carriageway realignment and may require 3rd party land acquisition and re-purposing of verge.
12. Provide toucan crossing for cyclists to access Addlestone Road 'Quietway' and avoid high traffic volumes on Weybridge Road.

Figure 95. Route alignment using existing subway under St Peter's Way (image credit: Bing Maps)

Figure 96. Point closure at Alexandra Road.

Figure 97. Formalise provision on Addlestone Road.

Identification of Walking Corridors

Following the identification of the core walking zones, important pedestrian routes that serve them from a distance of up to around 2km were located, based on the DfT's guidance. The pedestrian routes will complement the selected core walking zones and link the local high street areas and the University to significant destinations.

The background data compiled and summarised in the previous chapter was used to create a qualitative 'heat map' of pedestrian issues and opportunities, where the overlap of relevant criteria suggests locations with a higher propensity for walking trips and greater potential benefit from infrastructure interventions.

The criteria included:

- Key trip attractors, such as railway stations, education and sport facilities, public spaces (parks and playing fields), and functional sites (Hospitals).
- Public transport (bus stops) and the catchment areas around the railway stations.
- High population density areas (LSOAs with >75 residents per hectare), new planned development sites and workplace zones.
- Existing walking network, such as public rights of way and pedestrianised areas.
- Origin-Destination data from PCT which highlights the routes, origins, and destinations of short motor vehicle commuter and school trips (<2km) which could be replaced by walking trips.
- Pedestrian collision data which identified sections of the road network that are more dangerous for vulnerable users.
- Geolocated public suggestions for active travel improvements (i.e. Surrey's walking and cycling improvements interactive map survey platform - Commonplace).
- Planned walking and cycling schemes within the Borough.
- River Thames Scheme 2018 proposals.

The outcome of the pedestrian opportunities/ issues heat map was an aspirational walking network. The higher intensity colour indicates a potential higher demand for utilitarian walking trips or pedestrian improvements.

The selected core walking zones were overlaid on the heat map, and it was confirmed that the local high street areas were broadly aligned with the areas of highest potential benefit across the Borough.

Based on the data reviewed and evidence base compiled, potential demand and propensity for short, utilitarian walking trips is highest in the northern, and south-eastern areas of the Borough. In the north, Egham Town and Staines[1] have denser population, high workplace density and more compact, urban development patterns. In the south-eastern end of the Borough, the highlighted areas of Chertsey and Addlestone have a high number of key trip attractors (such as schools) and are located close to the neighbouring boroughs of Spelthorne and Elmbridge, creating additional commuter trips to those areas. Public comments and collisions also tended to be clustered in these areas.

Connectivity to the planned River Thames Scheme, which extends on the eastern area of the Borough and links to Spelthorne and Elmbridge, was a key criterion on the identification of the pedestrian routes. The construction of the new channel, as part of the River Thames Scheme, provides an opportunity to create green spaces and enhance walking and cycling facilities along the river, providing leisure routes and the potential for longer

1 Whilst Staines-upon-Thames is located within Spelthorne Borough Council, it has a transport catchment area that expands into Runnymede for rail, pedestrian and cycle journeys. It is also a main trip attractor for residents of both Spelthorne and Runnymede.

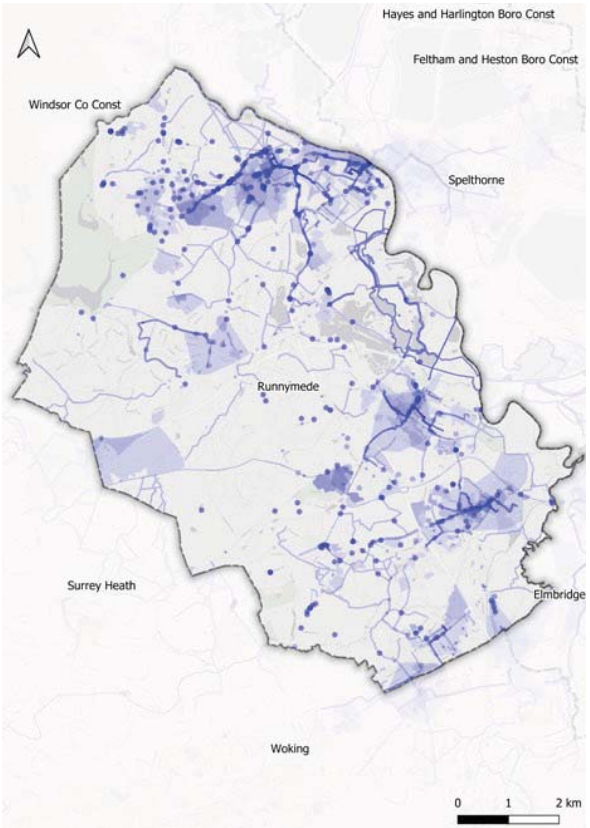

Figure 119. Background information related to walking trips was overlaid to create a heatmap for pedestrian opportunities and issues.

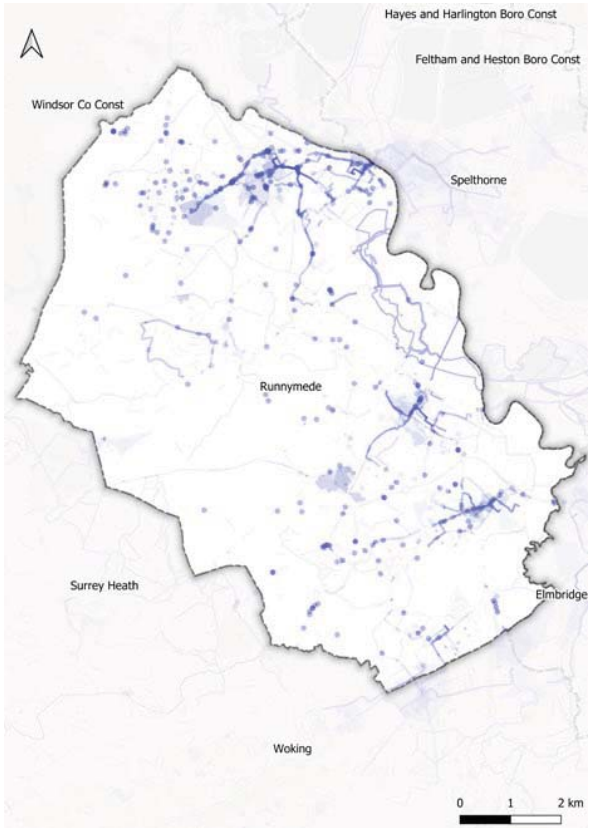

Figure 120. Changes in the opacity and the contrast of the items on the map reduces the 'noise' and highlights the areas and the road network of high importance for infrastructure improvements within the Borough.

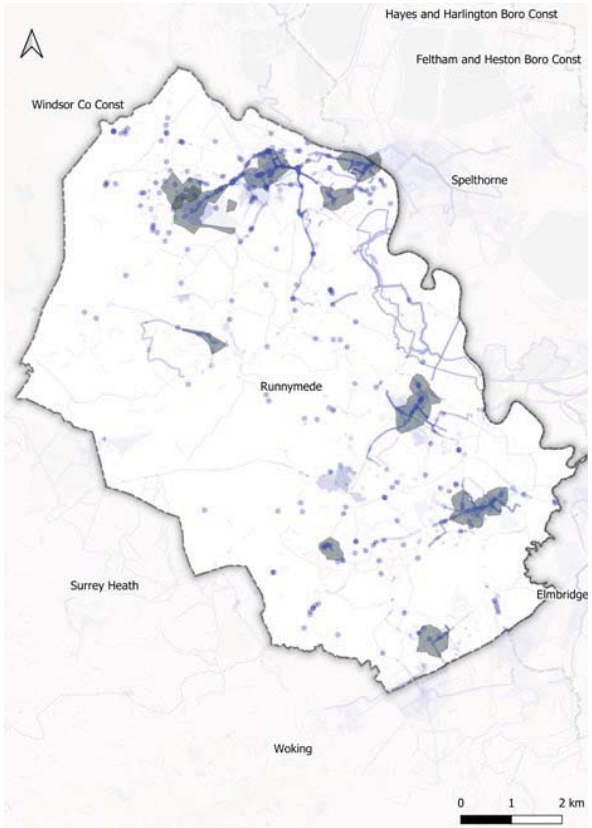

Figure 121. The selected core walking zones were overlaid on the heatmap and confirmed that the selected areas (Local High Streets and the University) are of high demand for improvements.

distance utility trips linking Elmbridge, Runnymede, and Spelthorne.

The selected walking routes that will supplement the list of core walking zones, presented in Figure 118, and capture the core routes at local level which funnel the main pedestrian flows between origin and destinations, are:

» Egham By-Pass - Egham Hill
» Vicarage Road
» Manorcrofts Road
» Middle Hill
» Brick Lane
» Chertsey Lane
» The Causeway
» Thames Path on eastern bank of the River
» Guilford Road (A320)
» Ferry Lane
» Addlestone Road
» Church Road (B3121)
» Woodham Lane – Byfleet Road
» Basingstoke Canal

The final list of walking corridors (presented in Figure 122) was amended following the first round of early engagement workshops (workshop #1). Some walking corridors were added in the 'Aspirational list' as the received feedback from the local stakeholders suggested higher demand than the one showed on the heatmap (for example Manorcrofts Road and Middle Hill).

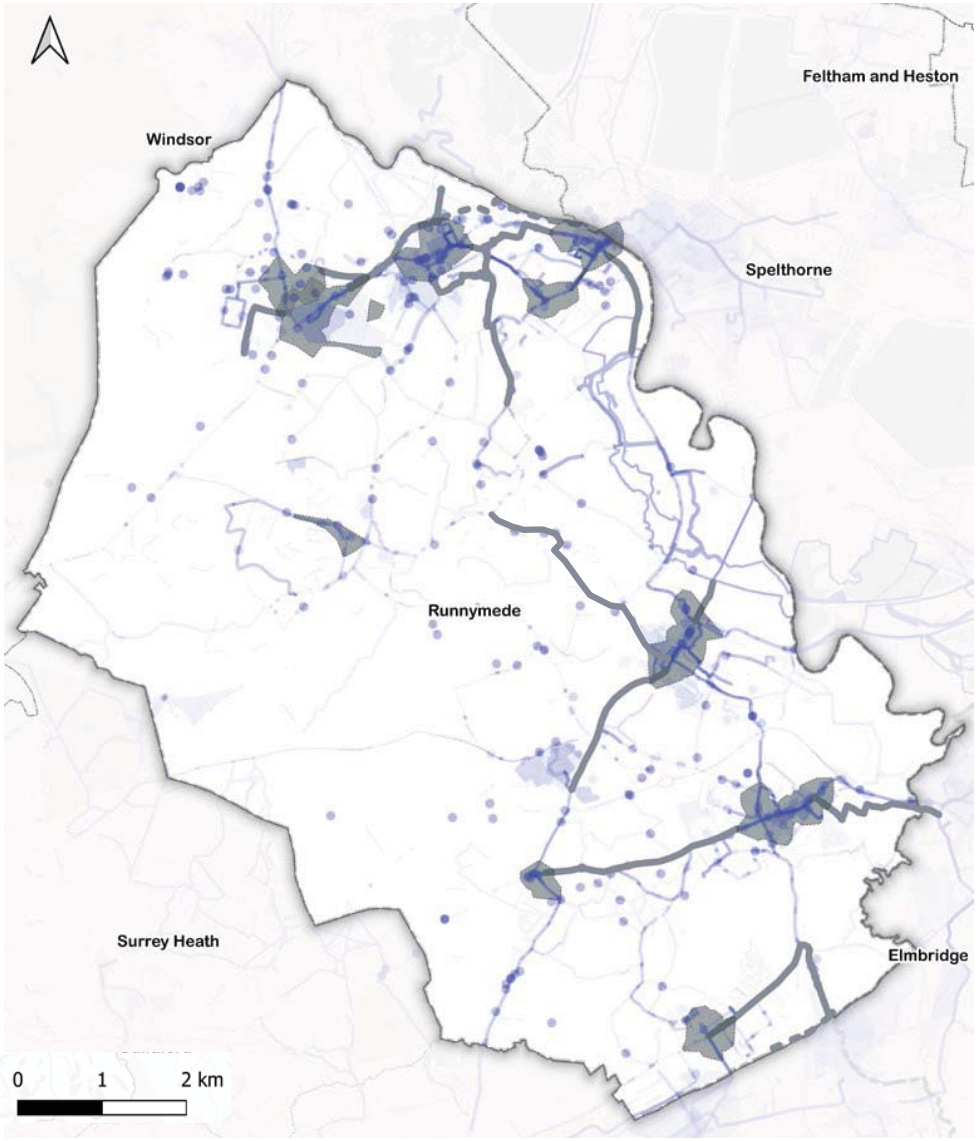

Figure 122. Added walking corridors following the results of the heatmap.

Aspirational List for walking

A core network of 10 core walking zones and 14 supplementary walking corridors is defined. The network is distributed across the study area:

1. Egham High Street core walking zone
   - Egham By-Pass walking corridor
   - Vicarage Road walking corridor
   - Manorcroft Road walking corridor
2. Englefield Green core walking zone
   - Middle Hill walking corridor
   - Brick Lane walking corridor
3. Staines core walking zone
   - Chertsey Lane (A320) walking corridor
   - The Causeway walking corridor
   - River Thames Path
4. Thorpe Lea core walking zone
5. Virginia Water core walking zone
6. Chertsey core walking zone
   - Guilford Road (A320) walking corridor
   - Ferry Lane walking corridor
   - Pyrcroft Road to St Ann's Hill walking corridor
7. Addlestone core walking zone
   - Addlestone Road walking corridor
   - Church Road (B3121) walking corridor
8. Ottershaw core walking zone
9. Woodham /New Haw core walking zone
   - Woodham Lane – Byfleet Road walking corridor
   - Basingstoke Canal walking corridor
10. Royal Holloway University core walking zone

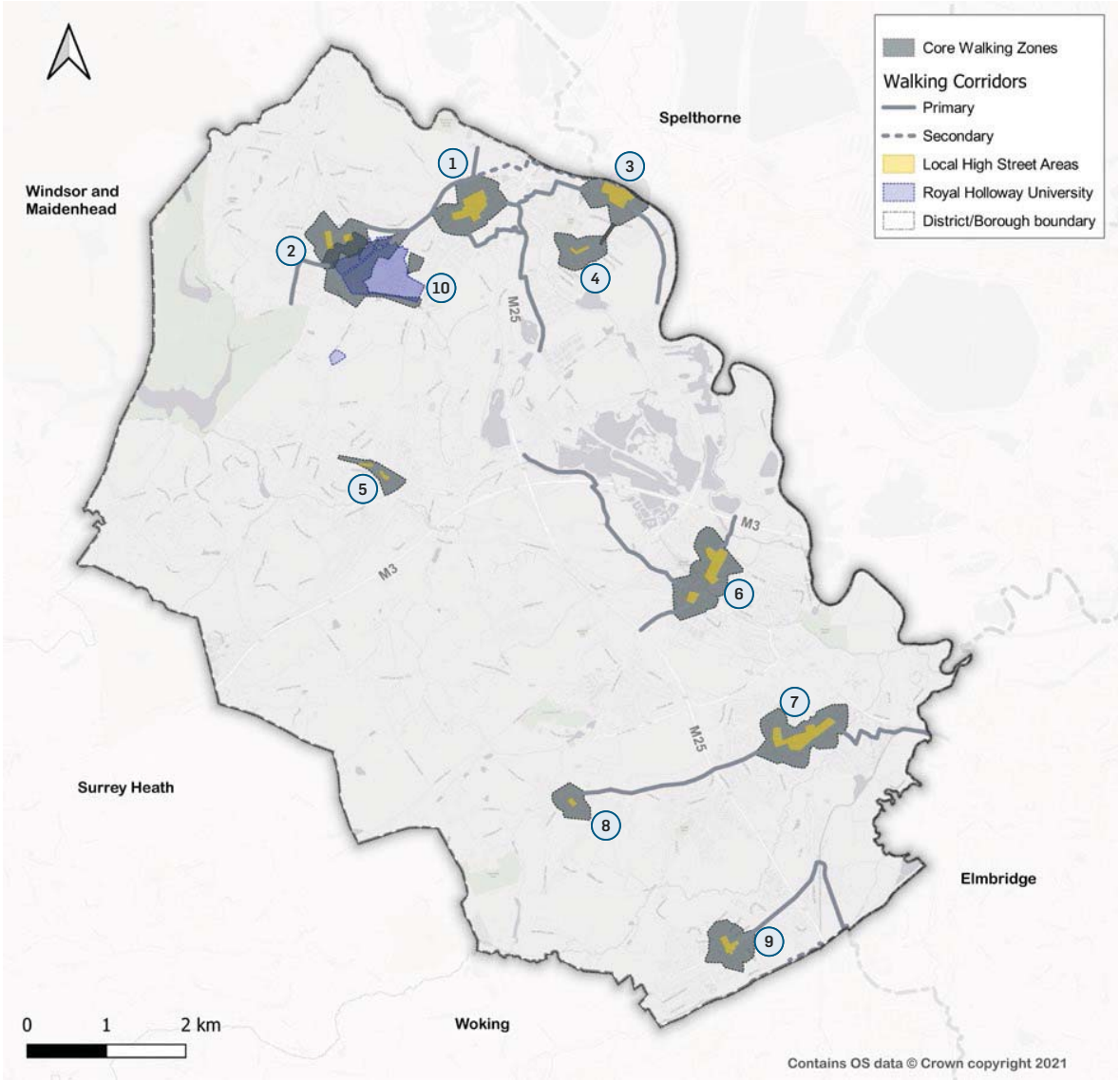

Figure 123. Aspirational list for the walking network

The roundabouts along The Causeway are pedestrian collision hotspots due to the poor visibility and the high traffic flows. The Causeway was selected as a supplementary walking corridor as it links the core walking zone with the business parks and with Egham Town via Vicarage Road.

Parallel to The Causeway along the River Thames extends an off-street path for pedestrians and cyclists that could be used as an alternative to the busy road. The path links to Runnymede Meadows and Egham Town via existing off-street paths parallel to Windsor Road. The route is partially isolated, requires resurfacing and is not accessible from Staines Bridge.

Finally, an additional walking corridor is proposed to link the core walking zone to the River Thames Scheme. The corridor via Chertsey Lane will essentially link the proposed development with Staines Upon-Thames, Thorpe, and Egham, via an extended leisure path. Chertsey Lane has significant traffic flows and is part of National Cycle Network (Route 4) with shared use facilities.

Thorpe Lea core walking zone

A local commercial area extends on Thorpe Lea Road and Pooley Green Road. North-east of the commercial area, and included in the core walking zone, there are two schools, and the rest of the area appears to be more residential.

Thorpe Lea Road has significant traffic flows, as it links Vicarage Road to Thorpe Industria Estate and Staines, and has frequent bus services. The pedestrian environment, especially closer to the schools is of good quality, however several pedestrian collisions have been recorded along the extent of the road.

The proposed core walking zone will directly link to the River Thames Scheme via Hythe Field Avenue.

Virginia Water core walking zone

Virginia Water's commercial area extends along a service road close to the railway station. The residential area is developed on private roads and cul-de-sacs north and south of Christchurch Road, hence the linear shape of the core walking zone.

Christchurch Road presents a significant number of short car trips according to PCT data.

Chertsey core walking zone

Chertsey extends between Staines Road, the M3, St Peter's Way, and the M25. The main commercial activity of the town is located on Guildford Street, which is a one-way street (southbound) with high pedestrian flows. On the southern end of Guildford Street there are a few local shops and the railway station with off-street parking. The core walking zone is a mix of land uses; commercial activity, residential, business park, green spaces and schools.

During the analysis of the background information the data showed demand for improvements on the A320, and a high number of short car trips between Chertsey and St Peter's Hospital. A supplementary walking corridor to the core walking zone to link to the hospital and the residential area south of the M25 is proposed to replace the short car trips. South of the M25 there are proposals for pedestrian and cycling improvements along A320 and the walking corridor will complement them.

North of Chertsey, a new channel as part of the River Thames scheme, is an opportunity to create a direct link between the town and the proposed leisure areas. The link will provide access to the proposed River Thames Scheme's paths for leisure trips and provide access to the commercial area and the railway station, so visitors of the site can use public transport as an alternative to private car. A walking corridor is proposed via Ferry Lane, which is a mix of off-street path, residential streets and private roads.

Additionally, during the stakeholder consultation engagement, a walking route between Chertsey and Thorpe was recommended. The proposed route links residential areas with schools to the town centre and continues as a leisure route via St Ann's Hill towards Thorpe.

Addlestone core walking zone

The commercial activity in Addlestone is located along Station Road. Pedestrians are mostly protected from vehicular traffic on wide footways and signalised crossings. However, a few collisions have been recorded on the road which may have been caused due to the high

traffic flows. The rest of the core walking zone appears to be more residential.

Station Road continues to the west towards Ottershaw via Church Road and Spinney Hill. According to the background information there is high demand for improvements on this corridor as they link to schools. On the approach of the M25 bridge close to Jubilee High School, Church Road is a collision hotspot.

East of the core walking zone extend the business parks where the PCT data showed a high number of short car trips between Addlestone and the business parks. A supplementary walking corridor is proposed to link Addlestone centre and the railway station to the business parks, which continues to Weybridge town centre via residential streets and a quiet road parallel to the busy Weybridge Road. The proposed corridor will serve both towns and link the two town centres.

Ottershaw core walking zone

Ottershaw extends around the Guildford Road/ Chobham Road roundabout. The two roads have high traffic flows creating a severance in the pedestrian movements in the area. The local commercial area is on Bousley Rise where PCT data shows a significant number of short car trips.

Woodham/ New Haw core walking zone

Woodham/New Haw is the southernmost settlement in Runnymede, extends parallel to Basingstoke Canal, and is directly connected to Sheerwater (Woking Borough) to the east. The local commercial area is in the centre of the settlement along The Broadway and Woodham Lane. It is a typical high street with high pedestrian flows and large amounts of car parking.

According to the PCT data most of the road network in the core walking zone shows a high number of short car trips. Woodham Lane to the east of the core walking zone links to a high workplace population density area and to Byfleet and New Haw Railway Station. A walking corridor is proposed to complement the core walking zone and link to the railway station to the east of the settlement via Woodham Lane and Byfleet Road, where there is high demand for improvements (according to Commonplace comments, and collision data). The corridor will also link the settlement to the development site on Byfleet Road.

An alternative route to Woodham Lane via off-street paths by Basingstoke canal was proposed by local stakeholders during the early engagement workshops (workshop #1). The corridor is more isolated than Woodham Lane but will provide a leisure route for residents and visitors.

Royal Holloway University core walking zone

As previously mentioned this core walking zone has a different character from the other 9 proposed core walking zones, as it is developed around the university's premises. Royal Holloway University is of high importance in the area with approximately 11,500 students and 2,500 employees, and produces a significant number of commuter flows in Runnymede. The premises are located south of Egham Hill and there is student accommodation north of Egham Hill which is linked to the south side with a footbridge. The core walking zone extends to Egham Town and Englefield Green, and covers short commuter trips to the local commercial areas, Egham Railway Station, and residential areas.

Egham Hill is the key corridor in the core walking zone, as the main entrances to the university and the student accommodation are located there. Egham Hill has high traffic flows, and the PCT shows a significant number of short car trips. There is high demand for improvements on Egham Hill (large amount of Commonplace comments along the corridor), since it is the most direct link between the university and Egham Town.

Figure 126. View of Egham Hill from footbridge

Example Design Tools - Walking

The purpose of this section is to present the design guidelines followed for the infrastructure improvements for walking.

Design Outcomes

Potential improvements for walking were developed following a set of desired core design outcomes (adapted from LTN 1/20) to encourage more people to make local journeys in Runnymede by foot. These are applicable not only to the primary walking networks of the LCWIP, but can be applied on projects borough-wide as opportunities arise to improve conditions for walking/ Other relevant documents considered were DfT Inclusive Mobility and TfL Streetscape Guidance.

Safety

Specifically targeted infrastructure should improve safety for people walking, as well as improve perceptions of safety, particularly related to interactions with motorised traffic, and in personal safety to encourage more trips by foot.

Directness

Walking improvements should seek to accommodate movements along desire lines, provide continuous routes, eliminate unnecessary obstacles, and minimise delay.

Comfort

Walking facilities should be fit for purpose, well constructed, and well maintained. It should support a comfortable environment for walking for people of all ages and abilities.

Coherence

Infrastructure should be legible, intuitive, inclusive, and routes interconnected. It should be easy to navigate and understandable for all users.

Attractiveness

Walking infrastructure should enhance the public realm. It should foster a welcoming environment for people walking that encourages more trips on foot and preserve the historic environment and setting of listed buildings.

Adaptability

Walking improvements should be developed to accommodate all types of users, and potential growth in the numbers of people walking. The provided facilities should be accessed and used by as many people as possible, regardless of age, gender and disability. The design should keep the diversity and uniqueness of each individual in mind.

Context Sensitive Design

Improvements should complement and enhance the character of the urban and rural environment. The high-level concepts developed in the LCWIP should be suitable for the setting, and design guidance should be selected to fit the local context and space constraints. Particular attention will be paid to the treatment of heritage assets and historical buildings.

Inclusive Design

Walking facilities should provide equal access for people with disabilities and ensure that streets meet the requirements for all users.

Figure 128. Guildford Street in Chertsey

Phase 1 Proposed Walking Improvements

This chapter proposes potential design measures to enhance the walking network in the core walking zones in Phase 1. The proposed measures are high level and identify design concepts for consideration in the next stage of design. They seek to address issues and deficiencies identified during the audit activities, as well as to incorporate proposals from previous studies.

For walking, this includes a range of strategies from relatively minor interventions (e.g., improved dropped kerbs and tactile paving) to new crossings, footway widening, public realm improvements and reconfiguration of the public highway. All proposed measures would be subject to varying levels of additional analysis and future feasibility design[1].

Specific measures, such as traffic speed reduction and further parking restrictions will require further consultation in the next stages of the design following surveys to estimate the impact of the proposals. Representatives of groups of people with disabilities and mobility issues will be further engaged in the design so that interventions cater for their needs in the most appropriate way.

The proposed improvements are presented by core walking zone on the following pages. While these proposals are focused along the primary walking routes within the core walking zones, they also provide examples of the types of improvements that can be implemented borough-wide as needs or opportunities arise.

It is noted that some of the desirable locations for active travel improvements are privately owned and are not within SCC's publicly maintained roads. As such, collaborative working with the respective owners will be required to explore opportunities to improve conditions for active travel.

1 This is a concept design. All the proposed interventions are subject to topographic survey, traffic modelling, parking surveys, utilities' survey and availability of land.

Additionally, consideration will need to be given during subsequent development phases to review and co-ordinate future opportunities for integration with other active travel improvements, including those identified within the long-list network and those which may be progressed in addition to the LCWIP proposals.

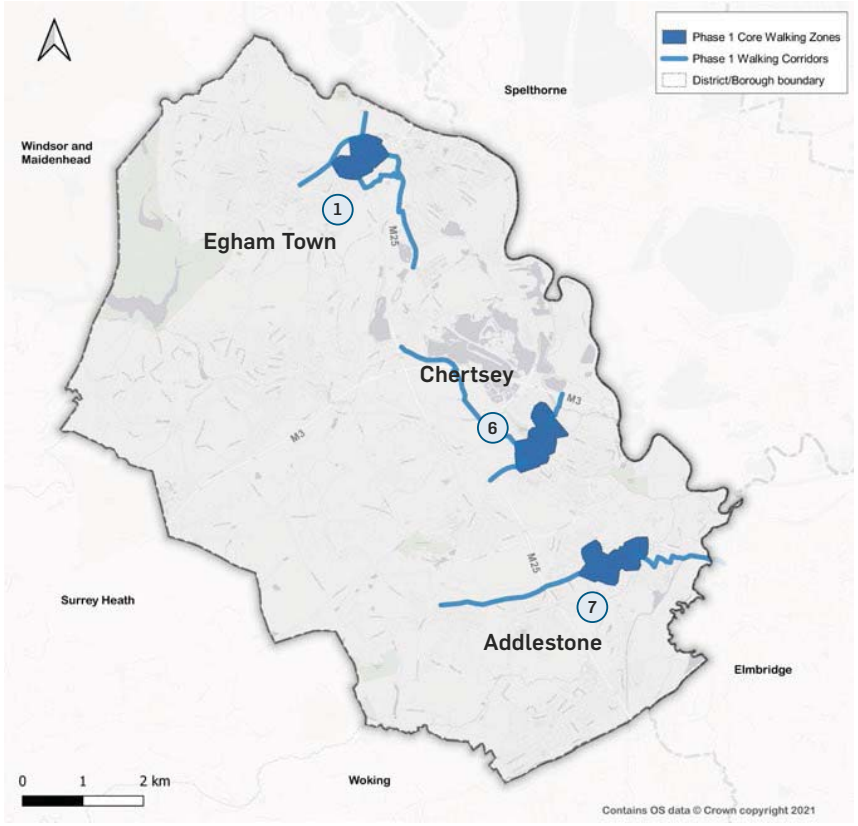

Figure 129. Phase 1 Core Walking Zones and Walking Corridors

Core Walking Zone 7: Addlestone

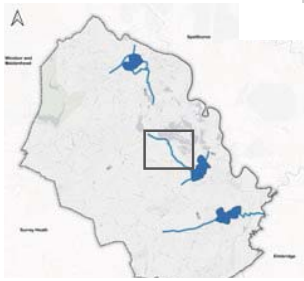

Figure 137. Location Map

Legend

- Core Walking Zone
- Proposed corridor
- Crossing improvement
- Zebra crossing
- Parallel crossing
- Raised junction
- Changes affecting vehicular traffic
- Side road treatment
- Footway widening
- Footway resurfacing (Public realm)
- New footpath
- Changes affecting on-street parking
- Proposed Cycle Route
- Railway Station
- Bus Stop

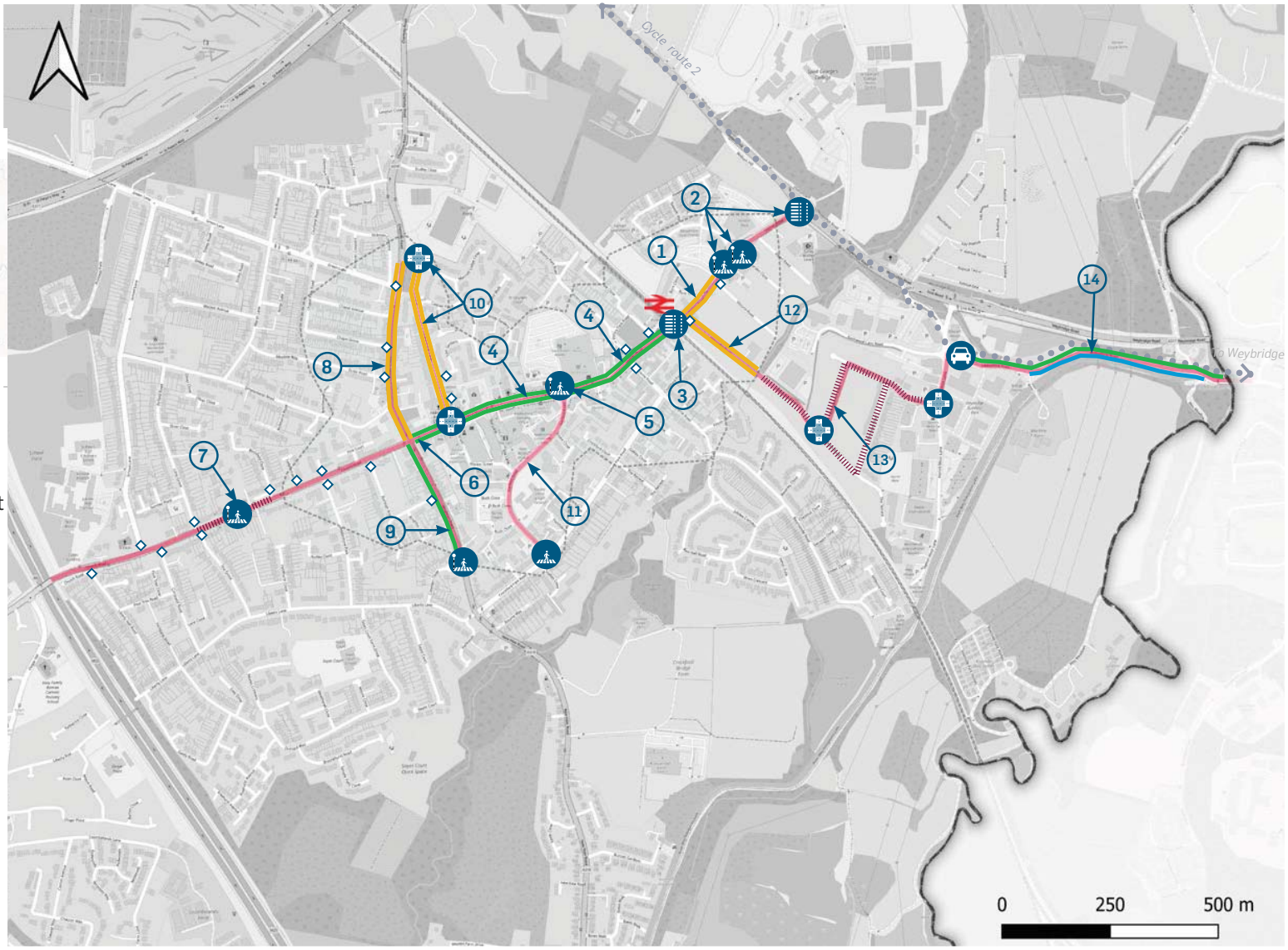

Figure 136. Core Walking Zone 7: Addlestone

10 Crouch Oak Lane: resurface the footways and replace speed cushions with raised tables for a continuous pedestrian environment. Propose raised tables at all side roads with reduced radii. Remove right turn pocket on Station Road to reduce traffic flows on Crouch Oak Lane. Raise Station Road/Crouch Oak Lane and Crouch Oak Lane/Princess Mary Road junctions to improve access to Victory Park. Propose an additional refuge island on Station Road to provide uncontrolled crossings to Crouch Oak Lane.

11 Garfield Road: Add raised tables on all side roads and widen uncontrolled crossings at the junction with Crockford Park Road. Reduce speed limit to 20mph with introduced traffic calming measures.

12 Extend Station Road's public realm to Alexandra Road. Improve accessibility at the modal filter for pedestrians and cyclists and enforce parking restrictions on the approach to the modal filter.

Alexandra Road
Poor pedestrian provision on Alexandra Road, and limited visibility due to extensive on-street parking.

Top: *Existing modal filter on Alexandra Road. The dropped kerb is narrow and the footways are restricted by on-street parking.*
Bottom: *Case Study: Modal filter on Warner Road, Walthamstow, London, with wide dropped kerbs, cycle parking, and planting.*
Source: Google Street View

13 Shakespeare Road - Wordworth Road - Byron Road: Raise junctions to the footway level at key locations and review on-street parking needs to propose targeted parking restrictions to improve pedestrian environment.

14 Addlestone Road: Pedestrian and cyclist priority street. Widen the northern footway by reducing the carriageway to the minimum. Propose widening and resurfacing the off-street path by River Wey (south of Addlestone Road) and improving accessibility to the path. *(See cycle proposals Route 2).*

Additional proposals throughout the town:

A Add way finding along the routes. Provide information on key trip attractors, such as, Addlestone Railway Station, Victory Park, pedestrian routes through green areas, car parks, schools etc.

B *Opportunity for a 20mph zone south of and including Station Road and east of and including Brighton Road* to be reviewed in the next stages of design following the adoption of LTP4 policy.

Addlestone Road - Town Lock
Opportunity for new accessible path by Wey River to link Addlestone and Weybridge.

Assessment of the Phase 1 routes

The core walking zones and cycle routes included in Phase 1 were assessed using the criteria summarised below. The further assessment of the routes will assist SCC and RBC to understand which walking routes within the Phase 1 core walking zones[1] and which cycling routes have the greater benefits for users. A further assessment was undertaken using additional criteria to the previous prioritisation. Criteria were rated on a scale from 1 to 3 (low to high) and included assessment of the proposed interventions.

Scoring Criteria

Demand Criteria

- Residents' demand: Surrey's Covid-19 Active Travel Improvements interactive map, which includes geolocated public suggestions for active travel improvements, was used to estimate the demand from active users for improvements.
- Collision data: historic collisions along the routes referenced per km of the route.
- Potential flows: a score was derived based on the highest existing pedestrian flows along each route, as estimated from the Propensity to Cycle Tool (PCT) data. For cycling an estimation on the increase of the users for each route was calculated from PCT data using the Go Dutch scenario.
- Cycle Network Connectivity [cycling only]: based on the existing Route Selection Tool (RST) connectivity metric. Routes with a higher score have a greater number of links with the existing cycle network, and would therefore be expected to have a greater impact on overall network connectivity.

Quality of Improvements Criteria

The criteria intended to capture the potential of the improvements to encourage new walking and cycling trips.

- Quality of design safety: based on the before/after RST and WRAT scoring. The criterion reflects the expected change for the RST and WRAT safety metric. Proposed changes that result in a more significant increase in the safety metric would be expected to have a higher net benefit than a route that scores relatively well in the current condition.
- Quality of design comfort: based on the before/after RST and WRAT scoring. The criterion reflects the expected change for the RST and WRAT comfort metric. Proposed changes that result in a more significant increase in the comfort metric would be expected to have a higher net benefit than a route that scores relatively well in the current condition.
- Quality of design: Attractiveness, Directness and Coherence [walking only]: based on the before/after WRAT scoring. The three criteria reflect the expected change for the WRAT Attractiveness, Directness and Coherence metrics. Proposed changes that result in a more significant increase in all the metrics would be expected to have a higher net benefit than a route that scores relatively well in the current condition.

Access Criteria

Access criteria are intended to capture whether the routes help improve pedestrian and cycle access to several key destinations. Criteria were generally scored as 'yes' (3) if at least one destination is identified, or 'no' (1), unless otherwise noted. For the cycle routes additional destinations within 400m from the route were assessed and scored with (2).

- Education e.g. school, college, library, etc.
- Transport facilities (railway station or bus stop).
- High Street/Commercial area [walking only].
- Other key destination (Green areas, Leisure centre, Business parks, etc.) [walking only].

Deliverability Criteria

Intended to reflect the deliverability/feasibility of the proposed schemes along the routes.

- Ease of implementation: qualitative score that seeks to capture major constraints that may make implementation more difficult, such as potential need for third party land, or traffic changes
- Dependency on other improvements [walking only]: as the walking routes were assessed separately this criterion is intended to assess the dependency of the proposals on other work streams or proposed interventions on neighbouring links.

1 For the walking network the assessment was undertaken for each walking link within the core walking zone, as this was selected during the WRAT assessment. Each link has generally consistent characteristics (e.g., geometry, land use, etc.) and the LCWIP proposals have a similar approach along each link.

» Potential to improve existing conditions to a high and accessible standard [cycling only]: scores the compliance of the proposed interventions to the LTN 1/20 standards

Other criteria

» Overall quality of the proposed route [walking only]: presents the total score of the WRAT assessment of the proposed interventions of the route

» Contributes to improved cycling network [cycling only]: scores the connectivity of the proposed corridor with other cycle links in the area

Total Score and Factor Weighting

A score for each of the five criteria categories was calculated by averaging the sub-criteria within the category. To calculate a total score for each route, the main categories were then weighted as follows:

» Demand - 15%
» Quality of improvements - 25%
» Access - 15%
» Deliverability - 25%
» Other - 20%

The weightings were intended to give a slightly higher input to the design factors, as proposed interventions with a greater anticipated impact over the existing condition could support a more substantial uplift in walking and cycling. Additionally, factors related to stakeholder input, usage, and access were previously incorporated into the route selection methodology at the start of the LCWIP process.

Assessment Results - Walking

The walking assessment table (Table 11) and the map presents the relative assessments of the walking routes in each core walking zone and their associated package of proposed interventions. Full details of the assessment can be found in Appendix 4: First phase assessments.

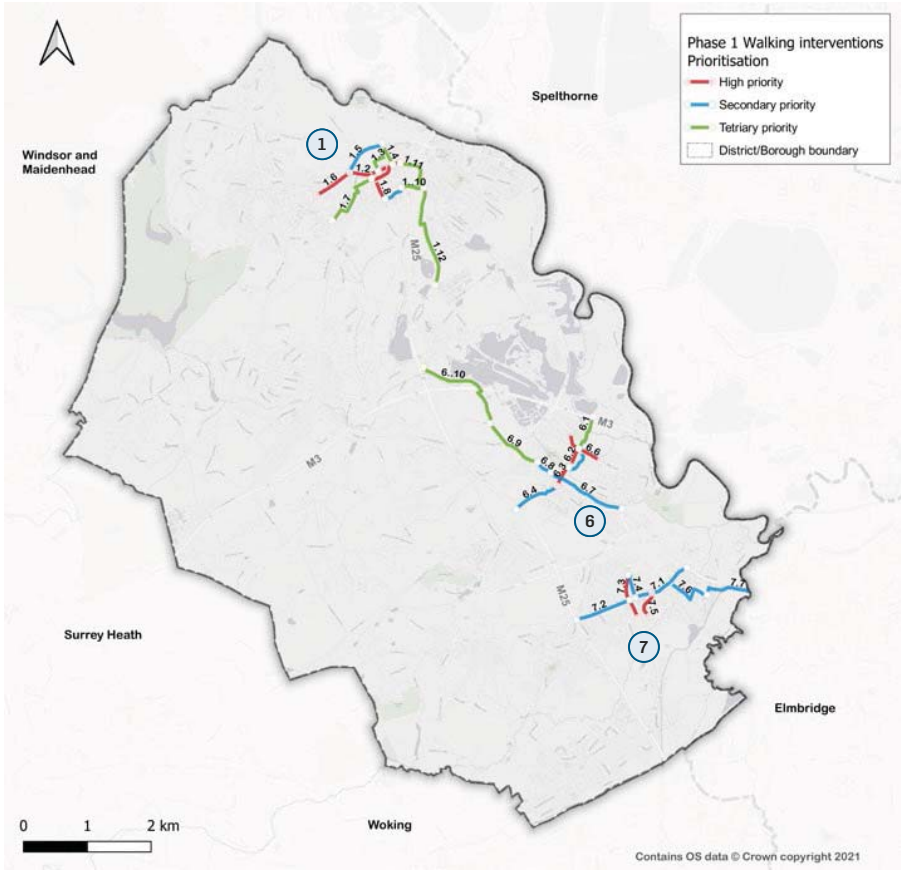

Figure 140. Prioritisation for the Phase 1 Walking links

Table 11. Prioritisation table for the Phase 1 Walking links

Core Walking Zone	Walking route		From	To	Score	Rank
1. Egham	1.1	High Street	High Street	Church Road	79.2%	1
6. Chertsey	6.3	Guildford Street	Riversdell Close	Chertsey Rail Station	72.5%	2
1. Egham	1.8	Station Road	High Street	Manocrofts Road	70.8%	3
1. Egham	1.2	High Street	Egham Hill	Vicarage Road	70.4%	4
7. Addlestone	7.3	A318	Crouch Oak Lane	Caselden Cl	69.6%	5
6. Chertsey	6.2	High Street	Winsdor Street	Riversdell Close	68.3%	6
1. Egham	1.6	Egham Hill	High Street	RHU East Entrance	67.1%	7
7. Addlestone	7.5	Garfield Road	Station Road	Crockford Park Road	66.7%	8
6. Chertsey	6.6	London Street	St Ann's Road	Bridge Road	66.3%	9
7. Addlestone	7.2	Church Road	A318	School Lane	66.3%	10
6. Chertsey	6.5	B375	London Street	Guildford Street	63.8%	11
6. Chertsey	6.7	A317	Bell Bridge Road	Chertsey Road	63.8%	11
1. Egham	1.5	Egham By-Pass	Hummer Road	High Street	63.3%	13
7. Addlestone	7.1	Station Road	A317 - Waybridge Road	A318	63.3%	13
1. Egham	1.9	Wesley Drive	Station Road	M25 Underpass	62.5%	15
6. Chertsey	6.8	A320	Guildford Street	Pyrcroft Road	61.7%	16
6. Chertsey	6.4	Guildford Street	Chertsey Rail Station	M25 Underpass	61.7%	17
7. Addlestone	7.4	Crouch Oak Lane	A318	Station Road	60.8%	18
7. Addlestone	7.6	Alexandra Raod	Station Road	Addlestone Road	60.4%	19
7. Addlestone	7.7	Addlestone Road	Link Road	Town Lock	59.2%	20
1. Egham	1.7	Clarence Street	RHU South Entrance	High Street	57.9%	21
1. Egham	1.1	Leisure centre	Wesley Drive	Vicarage Road	57.5%	22
1. Egham	1.4	Hummer Road	High Street	Egham ByPass	57.1%	23
6. Chertsey	6.1	Fairy Lane	M3 Overpass	Windsdor Street	56.7%	24
6. Chertsey	6.9	Pyrcroft Road	A320	St Ann's Hill	54.2%	25
6. Chertsey	6.10	St Ann's Hill	Pyrcroft Road	Thorpe	50.8%	26
1. Egham	1.3	Crown Street	High Street	Hummer Road	50.0%	27
1. Egham	1.12	Vicarage Road	Leisure Centre	Ten Acre Lane	45.4%	28
1. Egham	1.11	Vicarage Road	High Street	Leisure Centre	41.3%	29

Elmbridge Local Cycling & Walking Infrastructure Plan

SURREY COUNTY COUNCIL & ELMBRIDGE BOROUGH COUNCIL

30 March 2022

SURREY COUNTY COUNCIL

Elmbridge Borough Council

Aspirational Cycle Network

The outcome of the 'X-Ray' approach is an aspirational cycling network, where the trip demand and destinations intersect. This full network has been refined and prioritised, drawing on further data analysis, stakeholder input, and desktop investigations to create a core aspirational cycle network, as shown in Figure 70[1]. The network includes 18 routes/ corridors categorised as Phase 1/Phase 2, plus an additional 17 routes/links categorised as Phase 3 for future consideration to enhance network connectivity.

The phasing categories are intended to assist with the prioritisation process, whereby the Phase 1 & 2 corridors would be carried forward for further prioritisation. These reflect a higher propensity for cycle trips based on the data analysis. However, all the cycle links (including Phase 3) are retained as part of the 'aspirational' network for future consideration as opportunities arise.

Based on the data reviewed and evidence base compiled, potential demand and propensity for short, utilitarian cycling trips is highest in the northern third of the Borough, which tends to have a denser population and more compact, urban development patterns. Hence, the identified cycle network is also denser in this area of the Borough.

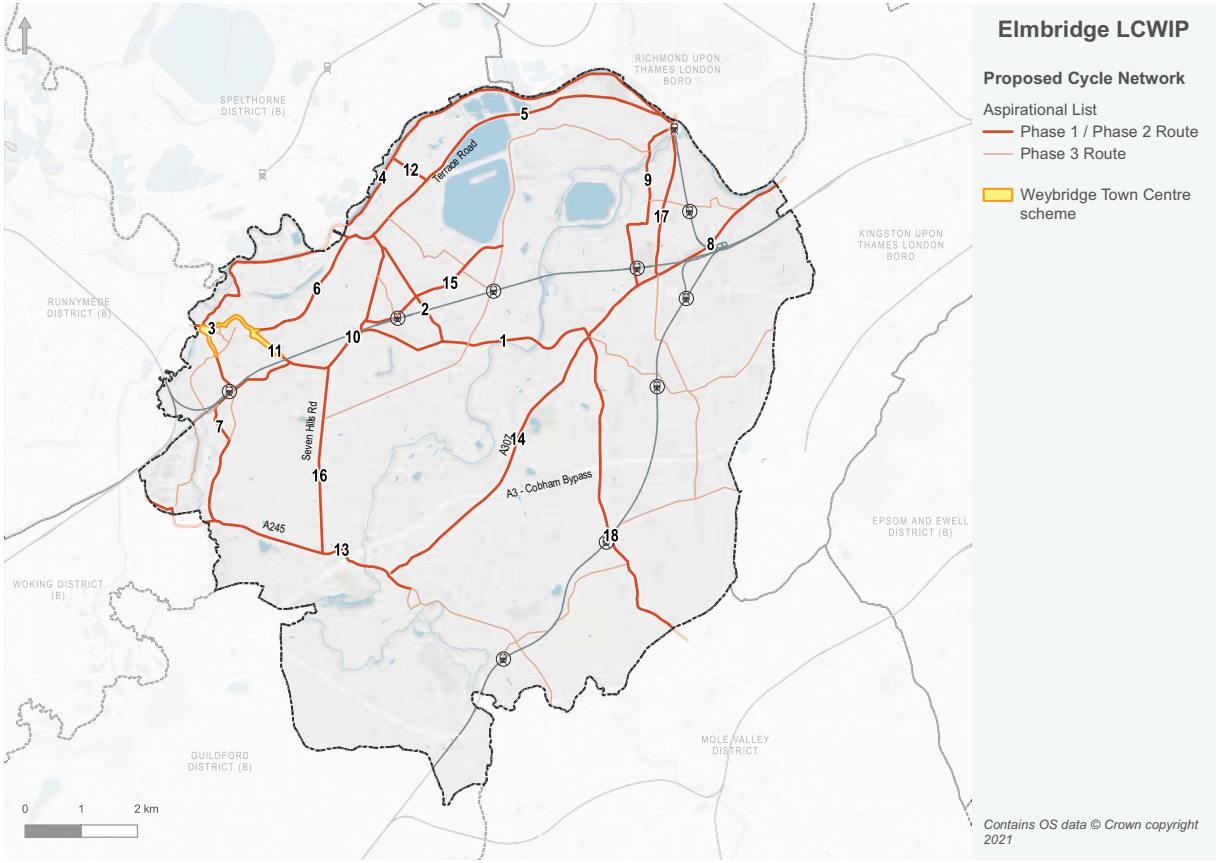

Figure 70. Aspirational cycle network

Table 7 on the following page lists the Phase 1 and 2 cycle corridors comprising the aspirational list, as well as feedback from the first stakeholder workshop.

1 The map shows the location of the proposed corridors from the 'x-ray' analysis along with cycle corridors proposed during the early engagement workshops (workshop #1) by local stakeholders.

Table 7. Summary of Aspirational Cycle Network (Phase 1 and 2 Routes) and of stakeholder feedback (Workshop #1)

ID	Cycle Corridor	Length (km)	Description	Stakeholder Workshop 1 Comments
1	Esher Road (A244) / Queensway (A244) / Queens Road (A317)	4.5	Strategic east/west route connecting Esher Town Centre and Hersham village, and onward linkages towards Walton-on-Thames and Weybridge. There are no alternative alignment options due to network severance caused by the River Mole. Multiple railway stations and schools are in close proximity to the corridor. The PCT suggests relatively high potential demand for both commuter and school flows. The corridor has high vehicle flows and speeds. A section of the route is dual carriageway with more than two running lanes. Esher Town Centre is a congested, complex circulation system and there are multiple large roundabouts along the route. There is an existing cycle lane along the links approaching Hersham (Molesey Road roundabout) from the east and west.	Support received. This route was identified as an important link connecting Esher Town Centre to Hersham's High Street, with a number of schools along its alignment.
2	Hersham Road (A244)	2.3	Provides the most direct alignment linking Hersham village and Walton Town Centre. It also supports onward journeys to Spelthorne via the Thames crossing in Walton (though not part of the corridor itself). Provides access to Walton Station, local commercial areas, and multiple schools. The PCT suggests relatively high potential demand, with high school flows and moderate commuter flows. The corridor has high traffic flows, particularly as it links to the Thames crossing and provides an underbridge of the railway line which otherwise severs the road network. The underbridge itself is height restricted. The corridor is primarily a two-lane road with 30mph speed limit and on-street parking in some sections. There are no existing cycle facilities.	This route connects Hersham High Street to Walton Town Centre and to further connections to access the River Thames There are two schools along the link, including Three Rivers Academy. There were Commonplace comments requesting cycle lanes and for Walton Town Centre to become more pedestrian and cyclist friendly.

"Table 7. Summary of Aspirational Cycle Network (Phase 1 and 2 Routes) and of stakeholder feedback (Workshop #1)", continued

ID	Cycle Corridor	Length (km)	Description	Stakeholder Workshop 1 Comments
3	Weybridge Road (A317)	0.4	Provides a strategic link between Weybridge and Runnymede Borough over the River Wey, and connectivity to the A317 cycle corridor identified as part of the Runnymede LCWIP. As the corridor provides one of the only river crossing opportunities in the area, the PCT suggests relatively high potential demand. The corridor has high traffic flows, particularly as the A317 provides one of the few river crossings in the area. The link is part of the National Cycle Network (NCN) and there is a narrow shared use footway on the north side of the link. Bridge Road/Addelestone Road provides an alternative alignment option approximately 100m to the south, which has much lower traffic flows due to priority working and weight/width restrictions at the bridge over the River Wey.	Limited support received. This route is part of NCN4, and has some existing, though poor, cycling infrastructure. Short link connecting Weybridge to Runnymede. Potential linkages to/integration with Weybridge town centre major scheme and/or Runnymede LCWIP. Therefore, it is proposed to exclude this route as a short list candidate for the LCWIP and focus on other areas rather than duplicating resources.
4	Thames Path	11.2	Provides a largely off-road route along the north side of Elmbridge, linking Weybridge, Walton, and Hampton Court. It is a popular leisure route for walking and cycling, and also provides value for utility trips due to its proximity to several town centres, several schools, and Hampton Court Station. It provides an alternative to on-road route options (corridor #5). The Thames Path is primarily an off-road facility. Existing width and surface condition is variable, with most of the path being an unbound surface. Lack of lighting and bound surfacing may limit its use for utilitarian trips, particularly during winter months.	This is a key part of the cycling network and an important leisure attraction. The route itself will likely not form part of the LCWIP due to environmental constraints, complexity of requirements, and opportunities to improve a parallel facility for utilitarian trips (corridor #5).

"Table 7. Summary of Aspirational Cycle Network (Phase 1 and 2 Routes) and of stakeholder feedback (Workshop #1)", continued

ID	Cycle Corridor	Length (km)	Description	Stakeholder Workshop 1 Comments
5	Walton-Molesey Link via Hurst/Terrace Road (A3050)	7.3	Strategic route between Walton Town Centre, Molesey, and Hampton Court. Provides direct access to several schools, local commercial areas, and Hampton Court Station, as well as access to two Thames crossings. The PCT suggests moderate demand for commuter trips and pockets of high demand for school flows. There have been a relatively high number of cycle collisions along the route. High traffic flows and high speeds, particularly outside the built-up area. Existing shared-use footway in Walton (along Terrace Road). On-street parking in sections. Complex junctions and congestion at the south (A244/Walton) and north (Hampton Court Bridge) ends of the route are particularly problematic. The Hurst Road segment is constrained by the proximity of two Thames Water reservoirs.	Support received. Long distance route, but important route for commuting and school trips. Alternative option to the Thames Path.
6	Oatlands Drive (A3050)	2.6	Connects Weybridge and Walton town centres, as well as providing access to a local commercial area along Oatlands Drive. The PCT suggests moderate school flows and lower commuter flows relative to other areas of the network. Primarily a two-lane road with moderate traffic flows and speeds. There are existing advisory cycle lanes along most of the corridor.	Support received. Access to Weybridge Town Centre.
7	B374 Weybridge (Heath Road, Brooklands Road, local streets)	5.7	Provides a link between Weybridge town centre, Weybridge Station, Brooklands College, and the Brooklands employment hub. The PCT suggests high demand for both commuter and school trips. A shared footway along Heath Road was recently completed and a continuation of the route into the town centre is planned (see "Elmbridge Major Projects" on page 33). Brooklands Road has no existing cycle facilities and moderate vehicle flows/speeds. The local streets are largely quiet residential streets with low traffic flows and off-street links.	Support received.

"Table 7. Summary of Aspirational Cycle Network (Phase 1 and 2 Routes) and of stakeholder feedback (Workshop #1)", continued

ID	Cycle Corridor	Length (km)	Description	Stakeholder Workshop 1 Comments
8	Portsmouth Road North (A307)	4.6	Strategic east/west route connecting Esher Town Centre and Surbiton/Kingston. The corridor would provide continuity of the existing cycle route along the A307 in Kingston. Multiple railway stations are in close proximity to the corridor. The PCT suggests relatively moderate demand for both commuter and school flows. There have been a relatively high number of cycle collisions along the route. The corridor has high vehicle flows and speeds. There are existing advisory cycle lanes along sections of the route. Particularly difficult sections include the Scilly Isles roundabout, two narrow railway underbridges, and the Esher Town Centre circulation system. The A307 is the most direct alignment; however, there may be longer, alternative options to the north and south of the A307 in some sections of the corridor, such as via Thames Ditton or Long Ditton.	Support received. This route provides an opportunity to extend the popular Kingston Mini-Holland scheme into Elmbridge. It connects Esher to Thames Ditton and Kingston.
9	Ember Lane / Esher Road (B3379)	3.6	Provides a link between the A307 corridor (#8) and East Molesey and Hampton Court. Provides direct access to multiple railway stations and schools. The PCT suggests moderate commuter flows and high school flows. There have been a relatively high number of cycle collisions along the route. There are no existing cycle facilities along the corridor. Traffic flows are moderate, and there is on-street parking along sections of the corridor. Portions of Ember Lane are wide, providing potential for cycle infrastructure, while other sections of the corridor are significantly constrained.	Limited support received. Alternative routes proposed (see #17 below), as well as linking routes (added to tertiary/Phase 3 network).

"Table 7. Summary of Aspirational Cycle Network (Phase 1 and 2 Routes) and of stakeholder feedback (Workshop #1)", continued

ID	Cycle Corridor	Length (km)	Description	Stakeholder Workshop 1 Comments
10	Walton to Weybridge via Queens Place (A317/ B365/B372)	4.4	Part of the strategic east/west corridor across the Borough. Provides a link between Weybridge Station and Walton, with access to both Weybridge and Walton stations and multiple schools. The PCT suggests moderate commuter flows and high school flows. No existing cycle facilities. Queens Place may provide an off-carriageway option parallel to the high speed/flow Queens Road (A317). Major constraints along the route include two large roundabouts and a railway overbridge.	Support received.
11	Queens Road (A317)	0.9	West segment of the strategic east/west corridor, linking corridor #10 to Weybridge town centre. Also provides access to the Queens Road commercial area. PCT suggests moderate demand for both school and commuter cycle trips. No existing cycle facilities. There are high traffic flows and on-street parking along sections of the corridor.	Support received.
12	Waterside Drive access to Thames Path	0.7	Short link between the Thames Path (#4) and Terrace Road (#5), providing access to the leisure complex, existing school, and nearby development and new school. Existing shared footway on both sides of the carriageway, with line separation of people walking and cycling.	Support received. Access to Leisure Centre at the Thames Path from Terrace Road.
13	Byfleet Road to Cobham (A245)	3.9	Strategic route across the south of the Borough, linking Cobham town centre to Brooklands and Byfleet, and onward towards Woking to link with the Woking LCWIP proposals. No existing cycle facilities. High vehicle flows and speeds. Cycle improvements on the corridor previously proposed as part of the M25J10 Designated Funds scheme.	Support received.

"Table 7. Summary of Aspirational Cycle Network (Phase 1 and 2 Routes) and of stakeholder feedback (Workshop #1)", continued

ID	Cycle Corridor	Length (km)	Description	Stakeholder Workshop 1 Comments
14	Portsmouth Road South (A307)	5.6	Strategic north/south corridor linking Cobham and Esher town centres. The main aim is to link the two population centres, as there are few existing attractors along the corridor itself. The cycle route would also support significant development planned along the corridor. There are no existing cycle facilities along the corridor, and the corridor has high vehicle speeds and flows. There are also moderate gradients along the corridor.	Support received.
15	Rydens Road / Station Avenue	2.9	Network link to provide access to Waltham Station and several schools, running between Molesey Road and Ashley Road (B365). The PCT suggest high school flows and moderate commuter flows. There are no existing cycle facilities along the corridor, moderate traffic flows/speeds, and on-street parking.	Some support received during Stakeholder meetings, and subsequently highlighted as an important school route.
16	Seven Hills Road (B365)	3.3	Network link to improve north/south connectivity, linking the Weybridge/Waltham/Hersham area with Cobham. The main aim is to link the two population centres, as there are few existing attractors along the corridor itself. The PCT suggests relatively low demand compared to the rest of the network. There are no existing cycle facilities along the corridor, high speeds, and moderate flows. There are also moderate gradients along the corridor.	Support received. SCC Stakeholders informed the design team that there are existing plans to provide improved cycling infrastructure on this link via a CIL project. Therefore, it is proposed to exclude this route as a short list candidate for the LCWIP and focus on other areas rather than duplicating resources.

"Table 7. Summary of Aspirational Cycle Network (Phase 1 and 2 Routes) and of stakeholder feedback (Workshop #1)", continued

ID	Cycle Corridor	Length (km)	Description	Stakeholder Workshop 1 Comments
17	Hampton Court Way (A309)	2.6	Strategic north/south network link, connecting Hampton Court to the Portsmouth Road corridor (#8) and proposed cycle facilities along the Kingston Bypass to Hinchley Wood (separate scheme). The corridor would provide an alternative option to Ember Lane (#9). The PCT suggests relatively high school flows, but lower commuter flows. There is an existing shared used footway along much of the corridor, some of which has line separation of walking and cycling. Sections with wide verge may provide opportunity for improvements. The carriageway itself has high vehicle flows and speeds.	This route was requested by stakeholders, as an alternative alignment to Ember Lane (#9).
18	Copsem Lane / Warren Lane	6.1	Strategic north/south network link, connecting Esher and Oxshott, and onwards to Mole Valley. The corridor would also provide access to Oxshott Station, several schools, and proposed development. The PCT suggests relatively moderate school flows, but lower commuter flows. There are no existing cycle facilities along the corridor, high vehicle flows/speeds, and relatively steep gradients, particularly along the southern portions of the corridor.	This route was requested by a number of Stakeholders to connect the southern and eastern part of Elmbridge to the primary cycling network.

Appendix 4

Traffic Impact of New Development – Base Assumptions

The Appellant's TRICS analysis includes assumptions

1. that the comparison should be made only at peak hours defined as 8-9 am and 5-6 pm[1].

2. that comparison should be made with the potential impact of the new development as compared with its current lawful use, when occupied, even though the site is currently not occupied[2].

As regards the first point, Weybridge Society disagrees with the focus solely on the hours of 8-9am and 5-6pm. This is a very limited interpretation of peak hours (for example, school-related traffic generally starts to build shortly after 3pm). Comparisons should therefore have been prepared based on a more realistic definition of peak hours.

Weybridge Society understands the technical argument (and legal precedent) underlying the second assumption above. However, as Lindblom LJ said in *Mansell*, what constitutes a "possibility" is a matter for the decision maker and will depend on the circumstances in each case. In this particular case:

A. In the first place, it is noted that current Government guidance does not contain any clear statement regarding current use (actual or permitted) – it simply refers to considering the potential for **additional** trip generation and **existing intensity of transport use**.[3] (Prior guidance, now withdrawn, talks about the quantification of the person trips generated from the existing site and their modal distribution, or, where the site is vacant or partially vacant, the person trips which might **realistically** be generated by any extant planning permission or permitted uses.[4]) See also, for example the approach taken by TfL to the preparation of Transport Assessments.[5]

B. In view of the fact that the site has been largely unoccupied for a number of years, and not for want of trying to find occupants, the likelihood of the site being used for its current permitted use is, for all practical purposes, only a theoretical possibility (or less than "possible"). In support of this, the Society will be presenting evidence regarding current and previous/historic occupancy of Weybridge Business Park, changing office working practices and the local office market. In summary, however:

    1. The site has been completely unoccupied since 2020[6] and it is believed that parts of it were unoccupied well before the (unsuccessful) 2017 refurbishment..
    2. The long term impact of the Covid-19 pandemic has had a significant (some would say existential) effect on office working and working practices generally, which the Society believes has had a significant and permanent effect on the office market.

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[1] Para 6.97 plus Table at Para 6.95 of the Appellant's Statement of Case
[2] Para 6.95 of the Appellant's Statement of Case
[3] Government document "Guidance on Travel Plans, Transport Assessment and Statements" Para 13 Revision Date 06 03 14
[4] DoT Guidance on Transport Assessment March 2007
[5] Trip generation - Transport for London (tfl.gov.uk)
[6] Para 3.3 of the Appellant's Statement of Case

3. in terms of the local office market, there was significant oversupply before the Covid-19 pandemic, especially of older and lower grade office stock, such as Weybridge Business Park, and the pandemic has exacerbated the situation. Many local office sites remain empty or are being re-developed for housing.

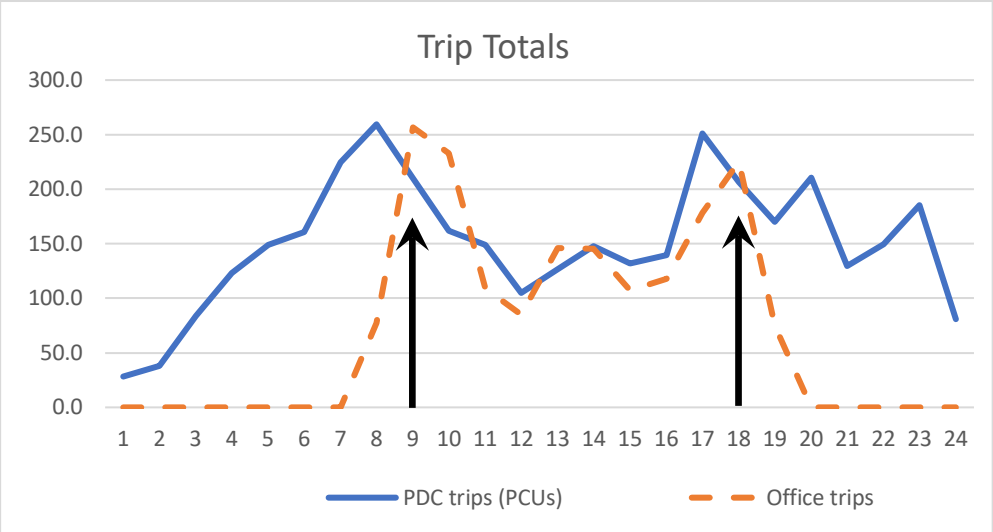
The conclusion is, therefore, that the office buildings on Weybridge Business Park are obsolete and there is no realistic prospect of them being fully or partially occupied and accordingly that the correct approach is to make comparison based on the current actual situation when assessing the cumulative traffic impact of the proposed new development. This is of particular relevance in considering the key concerns of the Society, such as safety and active travel and the cumulative impact of this proposed development in the wider context of growth in commercial traffic in the area generally.

Appendix 5 – Trips over 24-hour period

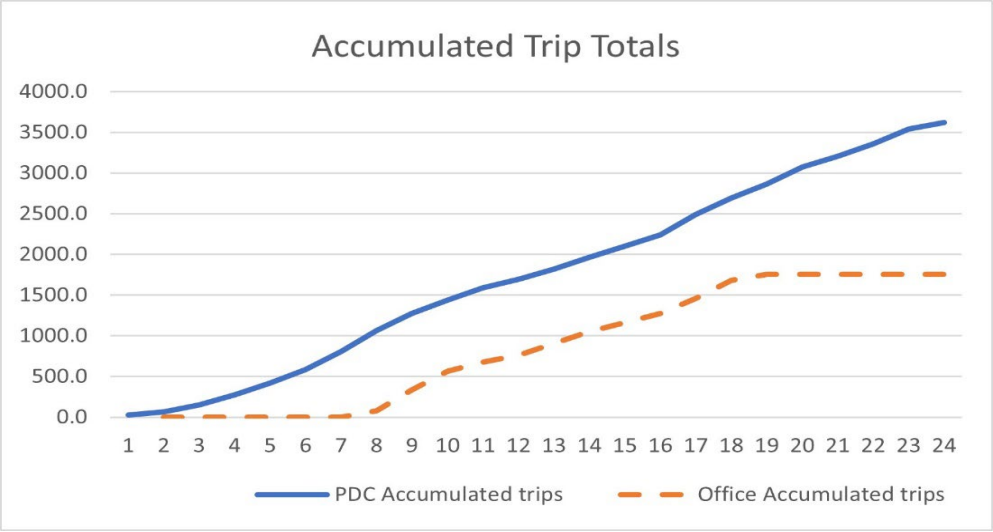
Floor Area		AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Existing Office - Transport Assessment Table 6.1							
Existing Office – 16,536sqm	Vehicular Trip Rate	1.344	0.208	1.552	0.181	1,181	1.362
	Vehicular Trips	222	34	257	30	195	225

Parcel Distribution - Technical Note 005 Table 3.1							
All Units – 16,925sqm	Vehicular Trip Rate	0.45	0.463	0.913	0.446	0.606	1.052
	PCUs (vehicles)	97 (76)	113 (78)	211 (155)	86 (75)	121 (103)	207 (178)
Net compared to office use	PCUs	-125	79	-46	56	-74	-18

The Trip Totals graph below uses the data presented in the Bridge Appeal Statement (Para 6.95). This is consistent with data points referred to in the tables above, as pointed to with the black arrows. As has been stated, the Office values at these points, if indeed these should be considered, are higher that those for the PDC.



The number of PDC trips remain high and the traffic accumulates throughout the day, as illustrated in the Accumulated Trips Totals graph below, with the associated increase in noise, pollution, and safety threat. This reaches approximately twice the level of the office traffic level referred to.



Appendix 6

Use of TRICS data in the Transport Assessment

Summary

Use Class B8 (Storage or distribution) covers warehousing, but due to the varied range of actual usage by different types of commercial operators, it is often subject to specific restrictions as part of particular planning conditions.

When speculative warehouses are built it is incumbent on planning authorities to assess the likely usage and typical operating model of the proposed buildings. In the case of the Appellant's Unit 100 the traffic authority had suggested that Parcel Distribution Centre (PDC) would likely be the usage which would generate the most traffic movements.

Types of Parcel Distribution Centre Usage

With PDCs there are various operating models which generate different levels and types of vehicle traffic, for example:
- regional hub warehouses where incoming goods from a whole range of suppliers are delivered and stored and then items picked for end customer parcels. These parcels are then distributed to;
- local area distribution warehouses where the parcels are off-loaded and rapidly sorted into small loads for individual cars or vans to deliver to end customers.

In these cases the regional hub traffic is largely just OGVs, but with the local distribution centres the traffic is OGVs plus much larger numbers of LGVs and cars.

A similar model is used by national courier companies where they have both hub and local distribution centres. However in that case the local drivers as well as delivering parcels to end customers, also do parcel pick-ups from drop-off points and individual customers, resulting in considerably more local traffic and then further processing at the warehouses. Warehouses operated by single retailers for the packing of parcels from their own sales may also be either hubs or local distribution centres, however both of these will generate considerably less traffic movements than those operated by national courier companies and global e-commerce companies like Amazon.

Overall, we assume that if used by a parcel operator, Unit 100 would be a local distribution centre. This is consistent with the material distributed publicly by the Appellant when engaging locally before their initial planning application was made.

Selection of TRICS data

The massive growth of online shopping in the last 10 years has created warehouse operating models which were never imagined when the current planning Use Class B8 was introduced. Therefore, when assessing the likely traffic movements from speculative warehouse

developments the selection of comparison data from the TRICS database is absolutely critical.

Since there is no public access to the TRICS database it is difficult for non-professionals to gauge if the sites picked by the Appellant as similar examples are valid for comparison purposes and also what alternative sites could have been selected.

We are also unaware that either Runnymede Council or Surrey Highways have assessed whether the sites selected by the Appellant are the most suitable for comparison with the proposed size, location and possible PDC usage models.

For PDC usage the Appellant has used 3 sites. We understand basing trip generation on just 3 sites is an inadequate sample size and it is usually at least 6. As a result, about 70% of the traffic movements in the total data presented come from just one of the sites because it is much larger than the other two. This large site is operated by the American international courier DHL and very close to Heathrow Airport. The site is just 1 mile from Heathrow Terminal 5 and just across from it on the other side of M25 Junction 14. It is designated by DHL as their DHL Express Southern Hub. DHL Express is the international parcels business of DHL and therefore this hub is for the processing of international parcels incoming and outgoing from Heathrow airport and as such is a very special operating model not generally applicable elsewhere.

Because of the DHL warehouse's particular operating model, and that it is 2.5 times the size of Unit 100, and up to 5 times the size of the other 2 sites used for comparison purposes, this has the potential to significantly "skew" (understate) trip generation outputs and this must cast serious doubts about the robustness of the Appellants forecast traffic movements for Unit 100.

Also noted is that the DHL traffic survey data was taken on 11th May 2021 which was in the period of government restrictions due to the COVID pandemic. As a result the data may well not be representative of 2023 conditions.

Overall these factors indicate that the DHL site is totally inappropriate for use as an example by the Appellant.

<u>On site parking</u>

With operations by courier companies and global operators major differences in what vehicles are used for local delivery affect the amount of on-site car parking required. Some operators use exclusively their own liveried LGVs which require parking facilities at the warehouse for these vehicles when not in use and also extensive parking for the personal vehicles of the delivery drivers.

Other operators have drivers who use their own vehicles for deliveries, and some operators use a mixture of both. In these cases less onsite parking is required.

As detailed in the previous section, the TRICS source data used would not include the levels of parking and vehicle trips that can be expected.

Conclusions

1. There should be an independent review of the sites selected from the TRICS database to ensure that suitable data is being used to produce likely traffic movements.
2. The onsite parking requirements need to be also based on a worst case operating model for PDC usage.
3. Overall the wide range of PDC operating models require specific planning conditions to be applied to restrict the worst case usage appropriate for the Appellant's site.