Civil Engineers & Transport Planners

16-18 Oatlands Drive, KT13 9JL

Travel Plan

November 2022

221584/TP/MS/KL/01

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1 INTRODUCTION

1.1 Scope

1.1.1 Lanmor Consulting Ltd has been appointed to prepare a Travel Plan for the site at 16-18 Oatlands Drive, Weybridge, Surrey, KT13 9JL in support of a planning application for the proposed redevelopment of the existing residential site.

1.1.2 A Travel Plan (TP) is an overview of measures that reduce the reliance upon using single occupancy car journeys and encourage the use of alternative methods of travel.

1.1.3 The plan will reflect on the current transport infrastructure which is most relevant to the site and produce a plan for the site by recommended methods designed to suit the specific area. In addition to this, general principles are set for the preparation of surveys to update the detailed Travel Plan for the development of 32 new residential units.

1.2 Site Location

1.2.1 The land used in the area surrounding the site is a mix of residential and commercial uses, most of the area is heavily developed with residential properties with commercial units located to the north-eastern side of New Zealand Avenue.

1.2.2 The site is currently developed with residential 2 properties on site and has a total area of hectares, it is located close to Walton-on Thames Town Centre, which is just northeast of the site.

1.2.3 Figure 1.1 below shows the location of the site

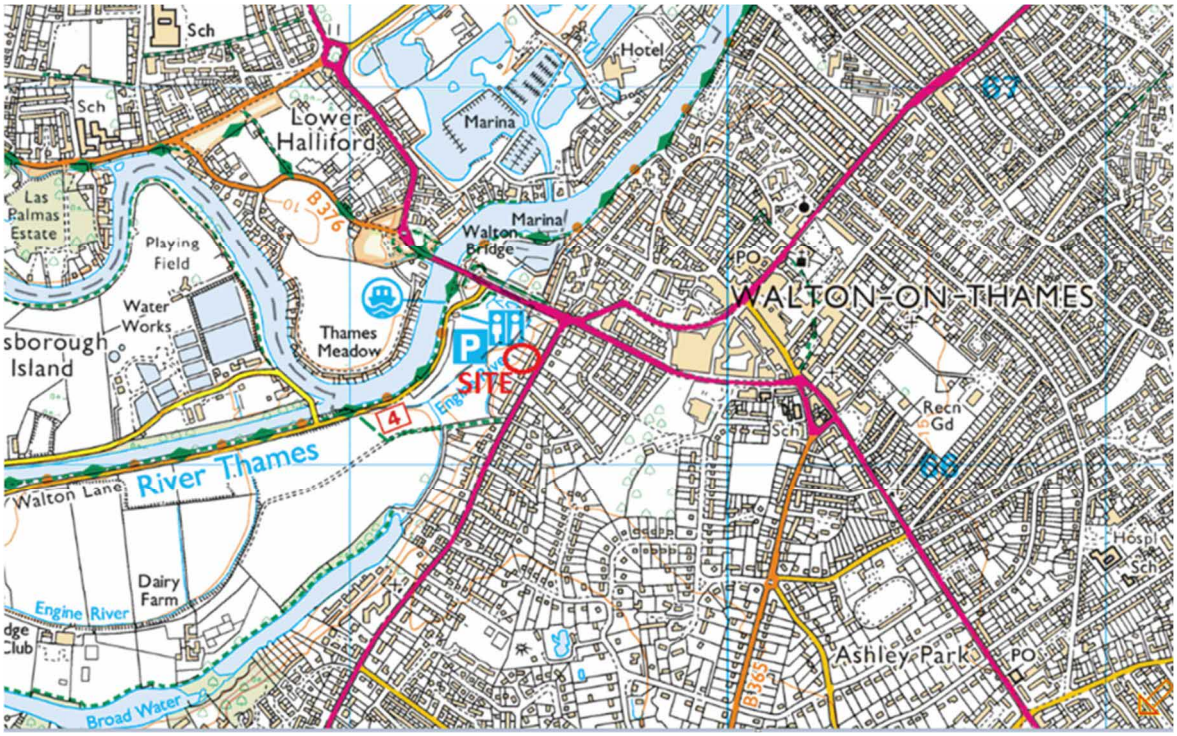

Figure 1.1 – Site Location

1.3 Proposed Development

1.3.1 The proposed development will seek to demolish the existing 2 residential dwellings to make way for two blocks of apartments, the Front Block fronting onto Oatlands Drive (15 apartments), and the Rear Block (19 apartments). The development will consist of 3 one-bedroom units, 24 two-bedroom units and 6 three-bedroom units. There will be 32 parking spaces provided as well as cycle stores located in each block. The proposed site plans are included within Appendix A as Drawing MA212/250-255.

1.4 Travel Plan Overview

1.4.1 Travel Plans are a means of managing the transport generated by a development and a method of implementing initiatives to reduce identified impacts of the transportation networks, these are an essential element of the Government's integrated transport strategy.

1.4.2 A Travel Plan should establish a structured strategy with clear objectives and targets, supported by suitable measures for implementation. This can be defined as a long-term management strategy for delivering sustainable transport objectives which is reviewed regularly.

1.4.3 A Travel Plan involves identifying measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on 'single occupancy car journeys'. Whilst the location of the site and its proximity to facilities and services create the conditions to make sustainable travel choices a practical option; communicating these opportunities to the users is critical to the success of the travel plan.

1.5 Benefit of Travel Plans

1.5.1 A Travel Plan if implemented can offer residents not only health benefits but also financial saving, they can include:

- Energy savings – through reduced fossil fuel use;
- Improved air quality – through reduction in traffic;
- Improved travel options; and
- Provide opportunity for healthier lifestyles – through increased walking and cycling.

1.5.2 The Travel Plan can also provide wider benefits for the community although not as tangible, these depending on the characteristics of the development can include:

- Improved quality of life - through time savings achieved as a result of less congestion and reduced stress;
- Improved air quality; and
- More vibrant communities to live in – through greater interaction via Bicycle Users Groups (BUG's), car sharing activities, walking initiatives etc.

1.6 Structure of the Travel Plan

1.6.1 The structure of this Travel Plan will reflect the principals set out in the relevant guidance documents. This Travel Plan will set out the structure and management of the plan and will update the surveyed data within the specified timeframe following completion of the works with any further agreed measures / targets. The structure of this travel plan will be as follows:

- Review accessibility and existing travel conditions
- Set objectives and targets
- Outline Travel Plan management and administration
- Identify measures and initiatives
- Set monitoring and reviews of the plan

2 ACCESSIBILITY AND EXISITING CONDITIONS

2.1 Introduction

2.1.1 This section will summarise the baseline conditions for all current modes of transport available to site users including the current operating frequencies for all public transport services accessible from the site.

2.2 Travel by foot

2.2.1 Walking offers the greatest potential to replace short car trips, particularly under two kilometres. Furthermore, walking not only helps reduce congestion and pollution, but it can also improve our health, wellbeing and reduce obesity.

2.2.2 Pedestrian access to and from the site can be achieved from Oatlands Drive. The footpaths in the area are very well maintained and lit, there is a signalised pedestrian crossing at the end of Oatlands Drive and between the junction at Bridge Street directly northeast.

2.2.3 Provided below, is a table highlighting the local facilities in the area and their distance from the site.

Facility	Description	Distance from site
HWM Aston Martin	Retail Shop	242m
Argos	Retail Shop	416m
Starbucks	Coffee Shop	445m
Sainsbury's Bank	Bank	445m
Sainsbury's	Supermarket	518m
Costa Coffee	Coffee Shop	545m
Waterstones	Book Shop	565m
Paper Chase	Stationery Shop	576m
Buenasdo Argentina	Restaurant	585m
Nando's	Restaurant	587m
Clarks	Shoe Shop	588m
Wilko	Hardwear shop	590m
Sports Direct	Sporting Goods Shop	615m
New Look	Retail Shop	615m
Poundland	Discount Shop	632m
McDonalds	Fast Food Chain	658m
ALDI	Supermarket	680m
Boots	Retail	690m
Everyman Walton	Cinema	790m

Ashley C of E Primary School	School	800m
Walton Montessori School	Pre-School	850m
St Andrews URC Church	Church	950m

Table 2.1 – Local Facilities

2.2.4 It is recognised that walking offers the greatest potential to replace short car trips, particularly those under 2km. Drawing 221489/TS/01 in Appendix B shows the walking isochrones for different walking times.

2.2.5 There is a substantial network of footways within the vicinity of the application site. These run alongside all the major and minor routes with controlled crossing facilities at the major junctions allowing safe and convenient access to site.

2.2.6 The footpaths in the area are very well maintained and lit, there is a pedestrian crossing on Oatlands Drive directly northeast of the site in between the junction at Bridge Street.

2.3 Travelling by Cycling

2.3.1 Cycling also has the potential to substitute for short car trips particularly for those journeys of less than 5km, or when it forms part of a longer journey by public transport etc. Walton-on-Thames train station can be accessed by an 7-minuite cycle journey from the site. Drawing 221489/TS/02 in Appendix B shows the destinations that can be reached within different cycle times.

2.3.2 There are several identified cycle routes within the vicinity of the site, those on main roads, quieter roads etc. The closest identified cycle route is located along Oatlands Drive, this consists of a carriageway cycle lane designated for cyclists only. A traffic-free route on the National Cycle Network known as Route 4 is located a short distance from the site with traffic free cycle paths available in the area. A walking and cycling map have been provided by Surrey County Council and outlines the available routes within the vicinity of the site, this has been included in Appendix B.

2.4 Travel by Bus

2.4.1 The nearest bus stops to the site are located to the south along Oatlands Drive. However more bus stops and services are available on Hepworth Way, to the northeast which is no more than a 485m (7 minute) walk from the site, and on Church Street which is an 790m (11 minute) walk from the site. The bus stops on Hepworth Way are well lit, offering sheltering and information on bus routes and frequencies. The bus services available via Ashley Close and Hepworth Way and Church Street are tabulated below.

Route	Bus Stop	Bus Route	Distance from Site	Weekday Peak Frequency (p/h)	Weekend Frequency (p/h) (sat)	Weekend Frequency (p/h) (sun)
461 (Towards Kingston)	Ashley Close	Addlestone - Weybridge - Kingston Upon Thames	65m	2 (06:32 – 18:34)	1 – 2 (06:32 – 18:29)	-
461 (Towards Addlestone)	Ashley Close	Kingston Upon Thames - Weybridge - Addlestone	30m	2 (07:15 – 19:23)	2 (07:20 – 18:51)	
458 (Towards Staines)	Hepworth Way	Kingston - Esher - Hersham - Walton on Thames - Staines	450m	1 (09:05 – 20:10)	1-2 (07:45 – 20:10)	1 (08:00 – 19:11)
458 (Towards Kingston)	Church Street	Staines - Walton on Thames - Hersham - Esher - Kingston	600m	- 15:10	-	-
555 (Towards Heathrow)	Hepworth Way	Whiteley Village - Walton On Thames - Sunbury - Ashford - Heathrow	450m	1 (04:55 – 21:50)	1 (04:55 – 21:50)	1 (04:55 – 21:50)
400	Hepworth Way	Walton on Thames - Ashford - Staines	450m	- 09:25 - 11:00 - 13:10	-	-
564 (Towards Hersham)	Church Street	Xcel Leisure Centre - Walton on Thames - Hersham	600m	1 (08:48 – 17:50)	1 (08:48 – 17:50)	-
564 (Towards Xcel Leisure Centre)	Church Street	Hersham - Walton on Thames - Xcel Leisure Centre	600m	1 (08:30 – 17:35)	1 (08:30 – 17:35)	-
663 (School Bus)	Church Street	Walton on Thames - Hersham - Esher High School	600m	- 07:35	-	-

Table 2.2 – Bus Schedule

2.4.2 The nearest bus stops to the site are located to the south along Oatlands Drive. There is only one route 461 served from the local bus stops that has a frequency of two buses every hour. However further routes are available from stops on Hepworth Way (485m) and Church Street (790m) which are well lit, offering sheltering and information on bus routes and the frequency of service to a wide range of destinations such as railway stations, hospitals, schools and other facilities. A bus route map has been provided within Appendix A and shows the available bus routes within proximity of the development site.

2.5 Network Rail

2.5.1 The nearest station to the site is Walton-on-Thames, located 2.5km to the southeast of the site. Walton-on-Thames Station is operated by South Western Railway and offers convenient travel to many destinations in London and South England.

2.5.2 Services from Walton-on-Thames are split into rush hour (Monday - Friday, early mornings and evenings), off peak (Monday - Friday, Saturday) and Sunday.

Rush Hour

- 4tph to London Waterloo, stopping to Surbiton then, nonstop to London Waterloo.
- 2tph to Woking, two extending to Guildford one extending to Portsmouth Harbour
- 2tph to Basingstoke one extending to Branksome one extending to Portsmouth Harbour via Eastleigh

2.5.3 Rush hour services to London Waterloo only operate in the morning, and services to Woking and Guildford operate in the evening rush hour with one service running semi fast to Basingstoke.

Off Peak

- 2tph to London Waterloo, stopping service
- 2tph to London Waterloo, semi fast
- 2tph to Woking, stopping service
- 2tph to Basingstoke, semi fast to Woking then stopping to Basingstoke

2.5.4 There are also three direct trains to Portsmouth Harbour two via Basingstoke one via Guildford per day, Mon - Sat, and one direct train to Branksome in the early morning. In the evening there are two services from Portsmouth Harbour via Basingstoke and one from Weymouth to Walton on Thames.

Sundays

- 2tph to London Waterloo, stopping service
- 1tph to London Waterloo, semi fast
- 2tph to Guildford, stopping service
- 1tph to Woking semi fast where the train divides to either Basingstoke or Alton

2.6 Site Location Summary

2.6.1 The proposed development has reasonable access to public transport and provides residents and visitors to the site with a choice of sustainable modes of travel. Bus and train services are located within walking or cycling distance of the proposed development. Its proximity to local facilities provides the opportunity for future residents of the proposed development to use alternative modes of travel to reduce the reliance on private cars.

3 OBJECTIVES AND AIMS

3.1 The aim of the travel plan

3.1.1 The principal aim of the Travel Plan is to reduce the number of motorised journeys, particularly by single occupancy car use and create opportunities for residents to use sustainable modes of travel. The plan is structured to achieve a series of objectives, given below.

3.2 Objectives

3.2.1 There are several benefits that the implementation of the Travel Plan can bring. Objectives are the high-level aims of the plan and the specific objectives of this plan are to:

- Raise awareness and increase the attractiveness of alternative modes of transport available to and from site for residents;
- Generate fewer single occupancy car trips by encouraging modal shift to more sustainable modes of travel;
- Minimise the environmental impact by reducing the need for unnecessary journeys;
- Influence travel behaviour of residents;
- Promote active travel to improve the health of residents and visitors;
- Accommodate for car journeys where there is no alternative.

3.3 Targets

3.3.1 Identifying modes of travel and destinations in advance of the occupation of the site is not possible. This plan therefore sets out initial targets for the development based on available modal data. Targets are goals by which progress will be assessed.

3.3.2 The key actions are set out below:

i) Appoint a Residential Travel Plan Co-ordinator (TPC) three months before the first residential unit to be occupied and to remain in post for the 5-year duration of this Travel Plan;

ii) Provide Travel Pack, detailing the measures set out in this document to residents on occupation of their unit;

iii) Provide a sustainable transport noticeboard to be located in a prominent location, reception area etc. The noticeboard will be periodically updated so that it details up-to-date information;

iv) Undertake initial survey after 75% of full occupation is met or after 12 months of first occupation, whichever is sooner. Each monitoring survey will occur within one month of the anniversary of the first survey (as detailed in the monitoring section);

3.3.3 As well as key actions the plan also sets the long term aims for the development, the transport statement for the development estimated the number of persons trips by mode of travel that the proposed dwellings might generate. Table 3.1 below sets out the level of trips assumed as part of the transport statement.

Mode of Travel	Two-way Trip Rate	Total Daily Movements	Modal Split (%)
Vehicle Driver	3.258	166.177	59.24%
Vehicle Passenger	0.187	9.544	3.40%
Walk	0.627	32.000	11.40%
Cycle	0.138	7.018	2.50%
Public Transport	1.260	64.281	22.90%
Other	0.033	1.684	0.60%
Total	5.504	280.704	100.00%

Table 3.1 – Travel Plan Targets

3.3.4 The table below uses the predicted modes of travel to set interim targets to be achieved at 1 and 3 years and the final 5-year targets at the end of the plan period.

3.3.5 Baseline figures in Table 3.1 were calculated using a combination of TRICS data and census data for the local area. Table 3.2 below sets out the proposed targets for changing travel patterns during the first, third and fifth years of the Travel Plan.

Travel Plan Aim Targets					
Target	Indicator	Modal Split			
		Baseline	Interim	Interim	Final
		Year 0	Year 1	Year 3	Year 5
		% Current Estimated Modal Split	% + Increase / -Reduction	% + Increase / -Reduction	% + Increase / -Reduction
Residents					
Achieve a reduction in private car trips	Modal split monitoring from travel survey	59.20%	-3%	- 7%	- 10%
Achieve an increase in cycling	Modal split monitoring from travel survey	2.50%	+ 22%	+ 11%	+ 33%
Achieve an increase in public transport	Modal split monitoring from travel survey	22.9%	+ 4%	+ 8%	+ 11%
Achieve an increase in walking	Modal split monitoring from travel survey	11.40%	+ 5%	+ 9%	+ 13%

Table 3.2 – Travel Plans

4 TRAVEL PLAN MANAGEMENT AND ADMINISTRATION

4.1 Management Plan

4.1.1 In order to support the Travel Plan Co-ordinator (TPC) will be appointed to manage the plan and monitor measures to ensure they are current and fulfil the needs of the development. The TPC may wish to compliment the measures within this plan but should include the following elements as the basis of this Travel Plan:

- The implementation of measures as set out in the Travel Plan
- To undertake monitoring surveys in years 1, 3 and 5 and supply evidence of this to Elmbridge Borough Council;
- To oversee the development and implementation of the Travel Plan;
- To ensure the travel information is up to date;
- Liaison with Elmbridge Borough Council;
- Acting as the point of contact for information with occupants;
- Review TP at regular intervals.

4.2 The Travel Plan Co-Ordinator

4.2.1 The TPC will be in place from the opening of the development. The TPC will be responsible for the Travel Plan for a 5-year period from first occupation of the development.

4.2.2 The TPC contact details are as follows: -

Name: - …….

Telephone: - …….

Company: - …….

4.2.3 The TPC is to monitor arrangements on an annual basis and review the effectiveness of the Travel plan for a period of 5 years. A TPC will be employed for the duration of the plan and will work in conjunction with the LPA, the local community and other interested parties for the continuing progressions of the Travel Plan.

4.2.4 They will also encourage residents to suggest other potential solutions to encourage a move to more sustainable modes of travel. As part of the duties they will:

- Promote and encourage the use of travel modes other than the car;
- Hold car share database and update regularly;
- Ensure that relevant information, up-to-date travel and events are clearly displayed on the noticeboards;
- Arrange for monitoring surveys to be undertaken as necessary;
- Provide a point of contact for transport operators and officers of the council and, where necessary, facilitate meetings with interested parties; and
- Hold regular meetings to discuss the Travel Plan and sustainable travel matters to highlight any positive and negative issues.

4.3 Provision of Travel Information

4.3.1 To encourage the change in modal split it is important to provide people with relevant information to inform them of any alternative modes of travel to the car. Information to be provided via will include but not limited to;

- The reasons for more sustainable travel modes;
- Public transport links
- Bus/train timetables and contact information
- Cycle routes and pedestrian access and
- Benefits of implementing a Travel Plan

4.3.2 The information is to be reviewed periodically by the TPC to ensure that any changes in service provisions or new indicatives are communicated clearly too all residents.

5 TRAVEL PLAN MEASURES

5.1 Proposed Measures

5.1.1 To optimise the opportunities to shift the modal split to more sustainable travel modes there are several hard measures that can be implemented, softer measures to promote alternative modes of travel can also be used to encourage healthier ways to travel.

5.1.2 Hard measures such as provision of secure cycle storage will be in place prior to the first occupation. Softer measures to promote sustainable modes of travel can be categorised as follows:

5.2 Hard Measures

5.2.1 The following hard measures will be in place before first occupation of the development:

- Ensure cycle storage is in place prior to occupation;
- Erect notice board in reception areas prior to compaction;
- Install electric charging points in car park; and
- Provide safe network of footways to cycle store, car park etc.

5.3 Soft Measures to Promote Alternatives

5.3.1 The site will provide the following facilities to encourage the use of cycling and walking to and from the site.

- Provide travel packs for residents on first occupation;
- Encourage bicycle user group:
- Provide information on safe walking routes as well as local street maps highlighting direct routes to public transport and cycle routes;
- Provision of up- to -date public transport timetables and bus company contact information to all residents; and
- Free membership to car club for all residents for first 2 years.

5.4 Personal Travel Planning

5.4.1 Personal Travel Planning is a set of measures aimed at individuals to make them aware of their travel patterns. The TPC will offer advice where residents can get information on different modes of travel behaviour and to consider how this could be undertaken in a more sustainable way.

- The provision of information on how to travel sustainably (for example, local bus network maps. Travel guide, walking and cycling routes) links to websites promoting alternative modes of travel;

5.5 Marketing and Communication

5.5.1 The marketing and communication of alternative modes of travel is an important part of this travel plan to ensure it is communicated adequately, details of initiatives, public transport information and promotional advertising detailing local events will be issued on an on-going basis as they become available.

5.5.2 New residents will receive a promotional travel pack with details of nearby bus routes, cycle routes, car club locations and suggested safe walking / cycle routes. These promotional packs will be updated regularly to ensure that all residents are made aware of the Travel Plan, the benefits of sustainable travel and how to access alternative travel modes to the private car, the following will be undertaken:

- The TPC will liaise with residents to discuss transport related issues, ideas and initiatives;
- The TPC will also liaise with other parties including stakeholders and Local Authorities etc;
- Provide links to journey planning website, such as TfL to allow residents to plan for their proposed journeys.

5.5.3 All residents will also be entitled to free membership of the local car club for the first 2 years following occupation, this will be a provided alternative to owning a car but still maintaining the benefit of being able to use it when needed.

5.6 Promoting Active Travel

5.6.1 Walking and cycling are fantastic ways of staying fit and healthy whilst having fun. They can also provide good opportunities in socializing such as getting involved with community-based activities in your local area.

- Improving access for pedestrians – The TPC will promote and encourage the use of web-based and mobile apps for residents to provide guidance on how they walk to their destination. Encourage residents to sign up to walking campaigns in the area.

- Improve cycle access – Secure cycle parking will be provided as part of the development to encourage residents to cycle to work or to local facilities. Promote residents to join and participate in local cycling campaigns.

6 MONITORING AND REVIEW PROCESS

6.1 Review

6.1.1 One of the Travel Plans objectives is periodic review of the plan to ensure that there is an on-going improvement. The whole Travel Plan will be reviewed on an annual basis and modified where appropriate in consultation with the Council. Monitoring of the Travel Plan will be undertaken one month before the agreed review date to provide a comparison with the previous modes of travel.

6.1.2 The intention is that the plan will be a working document that will be reviewed and updated regularly. Formal reviews will be undertaken with representatives of the council on the first, third and fifth anniversary of the implementation of the plan and in agreement the targets will be reviewed and adjusted to suit conditions on site. Implementation of the plan being 75% occupancy or 12 months from first occupancy which is the soonest.

6.2 Monitoring

6.2.1 As part of the ongoing management of the Travel plan, the Travel Plan Coordinator should monitor, for example;

- The level of cycle storage usage
- Level of car parking occupied and monitor abuse of the parking by non-residents or inconsiderate parking
- The demand for additional cycle parking facilities
- Comments received from residents

6.2.2 Formal reviews will be completed on the first, third and firth anniversary, the surveys will collect data on the modal split of residents arriving and leaving the site.

6.2.3 All monitoring surveys will be reviewed by the TPC against proposed targets, if the reviews indicate the development is not meeting the targets then the remedial measures will be considered on how to promote the benefits of the travel plan.

6.2.4 The TPC will be the point for communication with the Local Authority. Findings from discussions with authority and reviews will be communicated to the residents

6.2.5 At the final 5 year review the targets for modal split set in the previous reviews will be assessed against the recorded modal split, if the measures in the Travel Plan have failed to achieve the targets, the monitoring period will be extended for a further 5 years with annual reviews.

7 ROLES AND RESPONSIBILITIES

7.1 Developer

7.1.1 Until such time as the responsibility for managing the development is passed to a management company, the developer will have the overall responsibility for the delivery of this travel plan. It is the developer's responsibility to implement the travel plan in terms of ensuring that all infrastructure specified within this travel plan has been completed before the first occupation.

7.2 Management Company

7.2.1 As mentioned above, if a management company is appointed, they will ultimately be responsible for the implementation of this travel plan, the management company will be updated on the aims and targets by the Travel Plan Coordinator for the duration of the plan.

7.3 The Travel Plan Coordinator (TPC)

7.3.1 The Travel Plan Coordinator (TPC) will be appointed by the developer/management company prior to the first occupation and maintained in post for the duration of the plan. All details will be provided to Elmbridge Borough Council within 1 month of appointment to ensure clear communication.

7.3.2 The TPC will be responsible for ensuring that all measures stated within the travel plan have or are being implemented within the development. It is also the responsibility of the TPC to carry out monitoring surveys etc. All results will be submitted to Elmbridge Borough Council.

7.4 Travel Plan Management Group

7.4.1 A management group will be set up to oversee the travel plan. It is likely to comprise of the Travel Plan Coordinator, residents of the developments, the management company and other interested parties.

7.4.2 There are many ways in which this travel plan can be delivered to a high standard, one of which is working in partnership with other stakeholders, the TPC's role will be to maintain a strong working relationship for the benefit of all parties, including:

- Elmbridge Borough Council
- Transport for London
- Developers and Travel Plan Coordinators of nearby residential developments
- Local providers of services, for example, cycle shops.

8 ACTION PLAN

8.1 Proposed Measures

8.1.1 The table below describes how this travel plan is to be delivered once construction is complete.

Action	Timescale	Responsibility/Funding
Appoint Travel Plan Coordinator	Prior to first occupation	Developer / Management Company
Establish Travel Plan Management Group	Prior to the initial survey	Travel Plan Coordinator
Prepare welcome packs	Prior to first occupation	Travel Plan Coordinator
Install Cycle Parking for both residents and visitors	Prior to first occupation	Developer
Install travel plan notice boards	Prior to first occupation	Developer
Update notice boards with valuable information	On going	Travel Plan Coordinator
Offer free personal travel planning advice	First 3 years of the development lifetime	Travel Plan Coordinator
Promote active travel by promoting nation events	On going	Travel Plan Coordinator
Promote the London Liftshare Scheme	On going	Travel Plan Coordinator
Undertake monitoring reviews	First survey is to be completed within 12 months of the first occupant or at 75% of full occupancy. The remaining two surveys are to be completed in year 3 and 5 of the development	Travel Plan Coordinator 1
Undertake travel plan reviews	Once the results of the surveys have been reviewed by the TPC, the TP will be reviewed and submitted to the council for further inspections.	Travel Plan Coordinator

Table 8.1 – Delivery of the Travel Plan

8.2 Securement and Funding

8.2.1 The site owner is fully committed to the implementation of the Travel Plan and will provide all reasonably necessary funding to ensure that the agreed targets are achieved.

APPENDIX A

Drawing MA212 250 – Proposed Basement Plan

0m 2m 20m

Please note that these drawings are for planning purposes only. This document has been prepared for the sole use of the client. All dimensions should be checked on site. The client should be aware of their duties under the CDM regulations

Drawing : Proposed Site Basement Plan
Drawing No. : MA212 250
Revision : P3

Scale : 1:200 @ A1 / 1:400 @ A3
Date : May 2022

16-18 Oatlands Drive,
Weybridge, Surrey
KT13 9JL

MAYD ARCHITECTURE
22 Beacon Close
Wrecclesham
Farnham
Surrey
GU10 4PA
Tel : 07776 168635

Drawing MA212 251 – Proposed Lower Ground Plan

0m 2m 20m

Please note that these drawings are for planning purposes only. This document has been prepared for the sole use of the client. All dimensions should be checked on site. The client should be aware of their duties under the CDM regulations

Drawing : Proposed Site Lower Ground
Drawing No. : MA212 251
Revision : P3

Scale : 1:200 @ A1 / 1:400 @ A3
Date : May 2022

16-18 Oatlands Drive,
Weybridge, Surrey
KT13 9JL

MAYD ARCHITECTURE
22 Beacon Close
Wrecclesham
Farnham
Surrey
GU10 4PA
Tel : 07776 168635

Drawing MA212 252 – Proposed Ground Floor Plan

Please note that these drawings are for planning purposes only. This document has been prepared for the sole use of the client. All dimensions should be checked on site. The client should be aware of their duties under the CDM regulations

Drawing : Proposed Site Ground
Drawing No. : MA212 252
Revision : P3

Scale : 1:200 @ A1 / 1:400 @ A3
Date : May 2022

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Drawing MA212 253 – Proposed First Floor Plan

0m 2m 20m

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Drawing : Proposed Site 1st Floor
Drawing No. : MA212 253
Revision : P3

Scale : 1:200 @ A1 / 1:400 @ A3
Date : May 2022

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Drawing MA212 254 – Proposed Second Floor Plan

0m 2m 20m

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Drawing : Proposed Site 2nd Floor
Drawing No. : MA212 254
Revision : P3

Scale : 1:200 @ A1 / 1:400 @ A3
Date : May 2022

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Drawing MA212 255 – Proposed Thrid Floor Plan

0m 2m 20m

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Drawing : Proposed Site 3rd Floor
Drawing No. : MA212 255
Revision : P3

Scale : 1:200 @ A1 / 1:400 @ A3
Date : May 2022

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APPENDIX B

Walking and Cycling Route Map

Walton Bridge cycling links

www.travelsmartsurrey.info

Useful contacts

Website: travelsmartsurrey.info

Tel: 03456 009 009
(Ask for Travel SMART)

Email:
travelsmart@surreycc.gov.uk

Travel SMART in Surrey

@TravSMARTSurrey

Scan and link straight to the Travel SMART website.

Surrey County Council working in partnership with other local organisations.
All funding is provided by the Department for Transport's
Local Sustainable Transport Fund.

Surrey County Council cycle training

Would you like to:

- Refresh your cycle skills?
- Improve your confidence?
- Try cycling to work?

If the answer is yes, Travel SMART cycle training can help. We have 70 nationally-accredited cycle instructors who can provide training at a time and place that suits you. A group up to three adults can be trained with one instructor, so you can learn alongside your friends or colleagues.

Helping you cut carbon, calories and cost

SURREY JOURNEY PLANNER

Stuck for finding the easiest route around Surrey?

Travel SMART has created a unique journey planner which can help you plan trips throughout the county - whether cycling, walking, using public transport or driving.

To get from A to B in Surrey quickly and easily by planning a route that suits you, go to www.travelsmartsurrey.info/planner

Scan and link straight to the website, left

A guide to courteous cycling

- Be courteous and patient with pedestrians and other path users who are moving more slowly than you.
- Give way to people walking and using wheelchairs, passing them carefully, especially when approaching from behind.
- Stay observant at junctions and driveway exits.
- Keep to your side of the dividing studs.
- Carry a bell and use it or give an audible greeting but avoid surprising people. Also, remember that some people are hard of hearing, visually impaired or may be wearing headphones.
- Cycle paths are for sharing, not speeding.

If you cycle dangerously or carelessly on a cycle path, or a road, then you may be committing an offence under sections 28 and 29 of the Road Traffic Act 1988.

What do the signs mean on cycle paths?

Un-segregated use
Where you see the 'un-segregated use' sign then people walking and cycling share the entire width of the path.

Segregated use
Where you see the 'segregated use' sign there will be metal studs or a white line indicating which side is for cycling and which side is for walking - people walking are also allowed to walk on the cycling side.

No Cycling
You can't cycle where you see this sign. For example, if you are on the Terrace Road cycle path these signs tell you that you can't cycle on the pavements down the side roads.

Walton Bridge links path

If you want to know more about the Walton Bridge links path, see:

www.surreycc.gov.uk/waltonbridgelinks

Frequently asked questions

Is it legal to park a car on a cycle path?
No, it is an offence under section 21 of the Highways Act 1988. You can receive a ticket and fine for doing so. (This offence applies to public highways, it is a different set of rules for the Thames path).

Can I still drop off or unload on the new yellow lines along Terrace Road?
Yes, even on the double yellow lines you can still drop off, pick up, load or unload. However, you cannot do that on the zig-zag marking at the new zebra crossing outside Grovelands School.

If I am riding along the cycle path, do I have priority at side roads?
Anywhere there are the white 'Give Way' markings across the cycle path, you need to slow down, check for traffic approaching or about to turn across you and then only proceed if it is clear. If it isn't clear, then stop and wait for the traffic to pass. In many places where cycle paths cross roads there are 'speed tables', designed to keep speeds low on the road and improving the safety and convenience for people walking and cycling along the path.

Why do some people still cycle on the road where there is an adjacent cycle path?
Cycle paths aren't intended for high speed cycling - they are designed for sharing with people walking. Of course, all cyclists are still welcome to use cycle paths but need to use the right skills and that includes cycling at a lower speed.

In order to maintain a higher speed, some people - such as sports cyclists and high-speed commuters - will continue to use the road even if it is next to a cycle path. This is permitted under the Highway Code, which says, "use of these facilities [cycle routes] is not compulsory and will depend on your experience and skills, but they can make your journey safer". So there is no law that says you must use a cycle path.

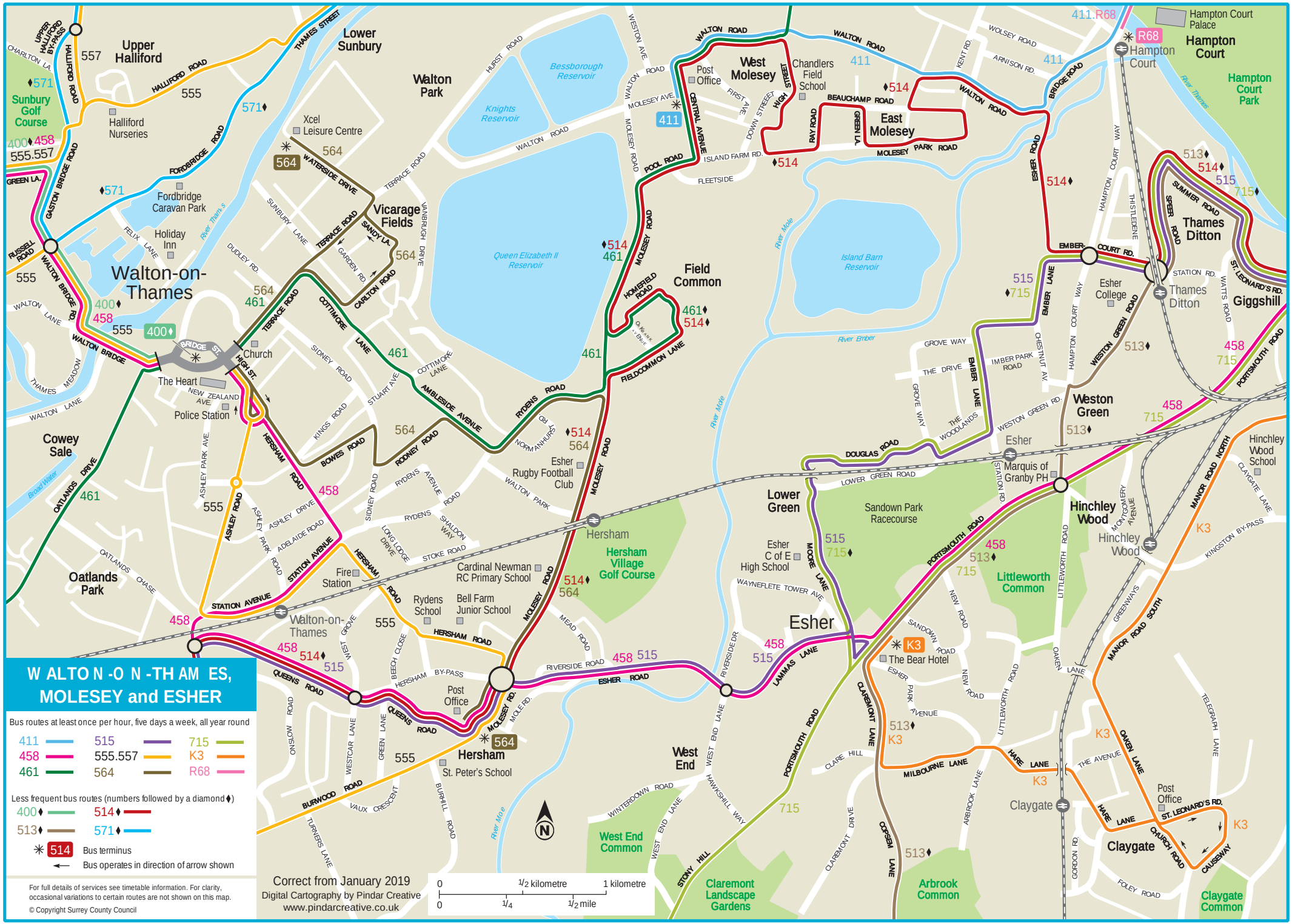
How do I overtake a cyclist who's using the road?
National Standard cycle training teaches people not to ride in the gutter, but to ride further out to avoid debris and to be better seen. So whilst driving you should expect to see people cycling in the traffic stream. The Highway Code rule 163 says "give motorcyclists, cyclists and horse riders at least as much room as you would when overtaking a car".

Walton bridge cycling links

- Advisory cycle route
- Cycle lane (a cycle lane is painted on the road)
- Cycle path (a cycle path is next to the road)
- Thames Path
- National Cycle Route
- Signalised road crossing
- Planned signalised road crossing
- Zebra crossing
- Cycle park and number of parking spaces
- Covered cycle park and number of parking spaces

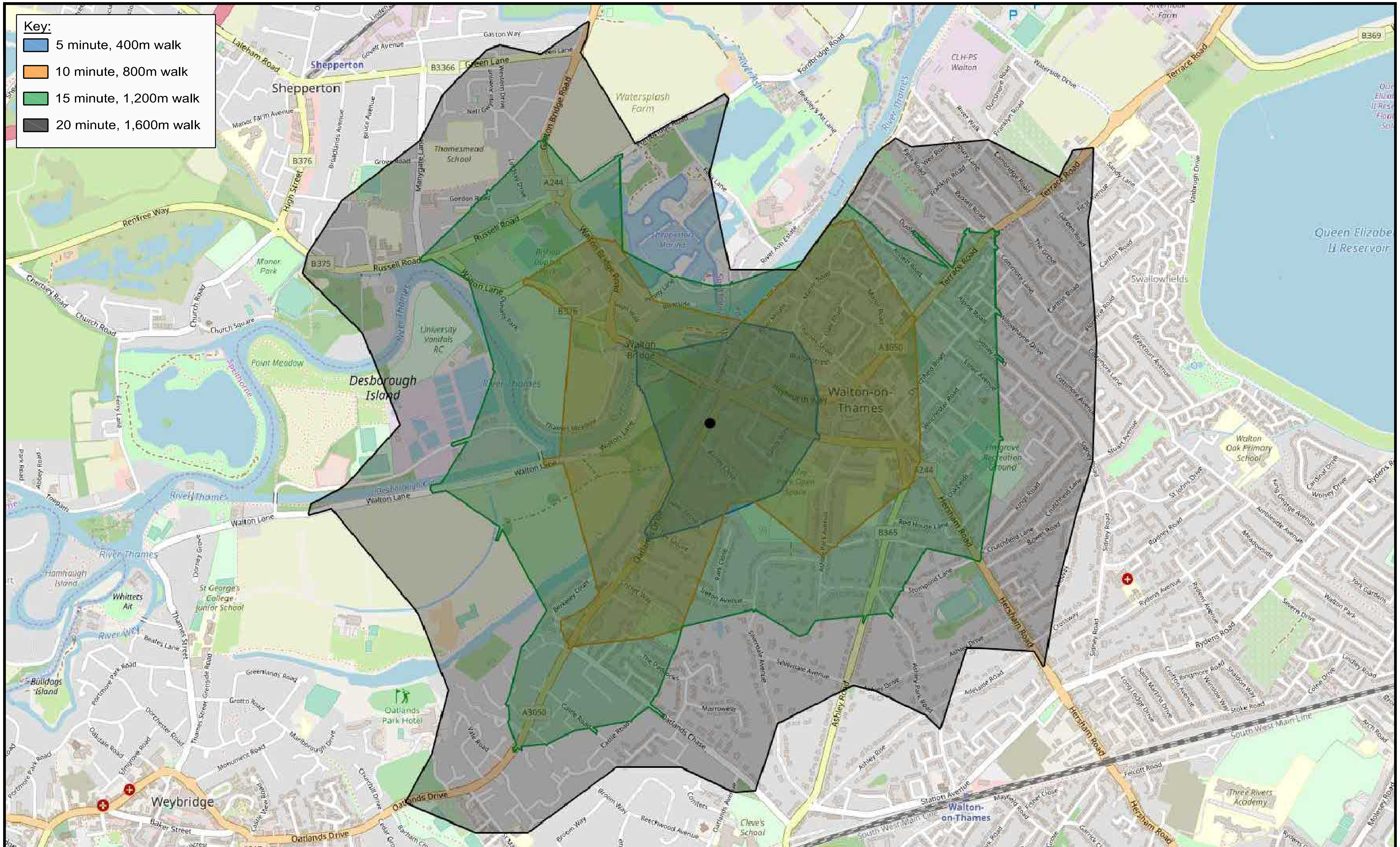
FWT 14.6.16

Bus Route Map



WALTON-ON-THAMES, MOLESEY and ESHER
Bus routes at least once per hour, five days a week, all year round
411
458
461
515
555.557
564
715
K3
R68
Less frequent bus routes (numbers followed by a diamond ♦)
400♦
513♦
514♦
571♦
514 Bus terminus
Bus operates in direction of arrow shown
For full details of services see timetable information. For clarity, occasional variations to certain routes are not shown on this map.
© Copyright Surrey County Council
Correct from January 2019
Digital Cartography by Pindar Creative
www.pindarcreative.co.uk
0 1/2 kilometre 1 kilometre
0 1/4 1/2 mile
Upper Halliford
Lower Sunbury
Walton Park
Sunbury Golf Course
Halliford Nurseries
Fordbridge Caravan Park
Holiday Inn
Xcel Leisure Centre
Vicarage Fields
Bessborough Reservoir
Knights Reservoir
Queen Elizabeth II Reservoir
Walton-on-Thames
Church
The Heart
Police Station
Cowey Sale
Oatlands Park
Fire Station
Cardinal Newman RC Primary School
Rydens School
Bell Farm Junior School
Post Office
Hersham
St. Peter's School
Esher Rugby Football Club
Hersham Village Golf Course
Field Common
West Molesey
Post Office
Chandlers Field School
East Molesey
Island Barn Reservoir
Hampton Court Palace
Hampton Court
Hampton Court Park
Thames Ditton
Giggshill
Esher College
Weston Green
Marquis of Granby PH
Hinchley Wood
Hinchley Wood School
Lower Green
Sandown Park Racecourse
Esher C of E High School
Esher
The Bear Hotel
Littleworth Common
Claygate
Post Office
Claygate Common
West End
West End Common
Claremont Landscape Gardens
Arbrook Common
River Thames
River Mole
River Ember
Broad Water

Drawing 221489/TS/01 – Walking Isochrone Map



16-18 Oatlands Drive
Weybridge

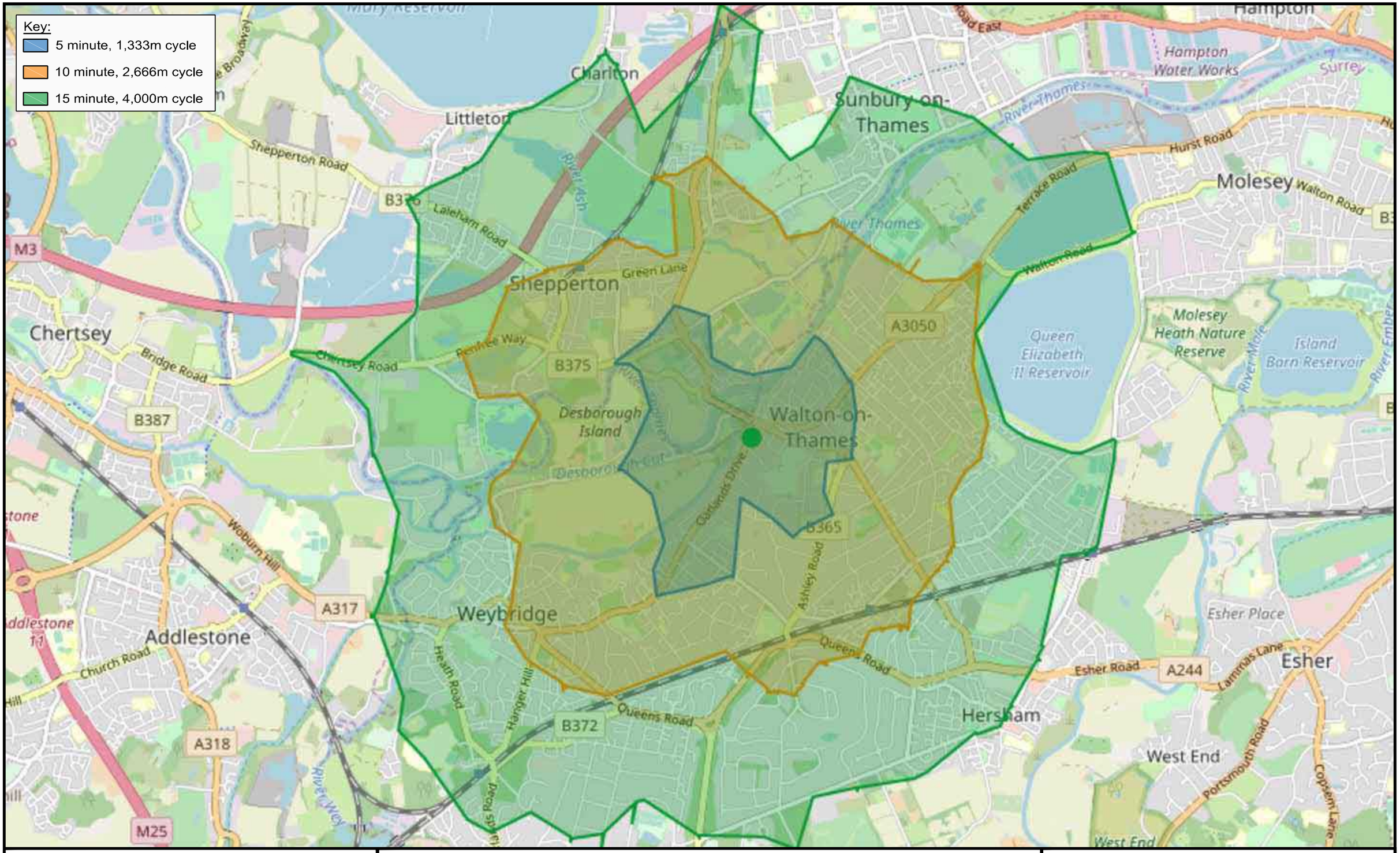
Walking
Isochrones

SCALE NTS	DRAWN BY MK	PRJ No. 191216	DWG No. 221584/TS/01

LANMOR Consulting
Civil Engineers & Transport Planning

Thorogood House, 34 Tolworth Close, Surbiton, Surrey, KT6 7EW
Telephone: [redacted] F [redacted]
E-mail: [redacted]
www.lanmor.co.uk

Drawing 221489/TS/02 – Cycling Isochrone Map



16-18 Oatlands Drive
Weybridge

Cycling
Isochrones

SCALE	DRAWN BY	PRJ No.	DWG No.
NTS	MK	191216	221584/TS/02

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APPENDIX C

TRICS Output (Person Trips)

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 21 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	11	32	0.141	2.965	11	32	0.337	7.081	11	32	0.478	10.046
08:00 - 09:00	11	32	0.101	2.118	11	32	0.447	9.380	11	32	0.548	11.498
09:00 - 10:00	11	32	0.245	5.144	11	32	0.308	6.476	11	32	0.553	11.620
10:00 - 11:00	11	32	0.156	3.268	11	32	0.228	4.781	11	32	0.384	8.049
11:00 - 12:00	11	32	0.222	4.660	11	32	0.187	3.934	11	32	0.409	8.594
12:00 - 13:00	11	32	0.182	3.813	11	32	0.159	3.329	11	32	0.341	7.142
13:00 - 14:00	11	32	0.182	3.813	11	32	0.205	4.297	11	32	0.387	8.110
14:00 - 15:00	11	32	0.167	3.510	11	32	0.259	5.447	11	32	0.426	8.957
15:00 - 16:00	11	32	0.326	6.839	11	32	0.150	3.147	11	32	0.476	9.986
16:00 - 17:00	11	32	0.228	4.781	11	32	0.144	3.026	11	32	0.372	7.807
17:00 - 18:00	11	32	0.421	8.836	11	32	0.176	3.692	11	32	0.597	12.528
18:00 - 19:00	11	32	0.326	6.839	11	32	0.207	4.357	11	32	0.533	11.196
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.697	56.586			2.807	58.947			5.504	115.533

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.