



Proposed Residential Development
Land North of Raleigh Drive, Claygate

Travel Plan Statement

For

Claygate House Investments Limited and MJS
Investments Limited

Document Control Sheet

Proposed Residential Development

Land North of Raleigh Drive, Claygate

Claygate House Investments Limited and MJS Investments Limited

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
18/11/2022	Draft	GL	JE
09/12/2022	1 st Issue	GL	JE
05/01/2023	2 nd Issue	GL	JE



Motion
84 North Street
Guildford
GU1 4AU
T 01483 531300
F 01483 531333
E info@motion.co.uk
W www.motion.co.uk

Contents

1.0	Introduction	1
2.0	Policy and Objectives.....	2
3.0	Existing Conditions.....	4
4.0	Proposed Development	7
5.0	Measures	8
6.0	Action Plan.....	10

Figures

Figure 3.1:	Site Location Plan.....	4
-------------	-------------------------	---

Appendices

- A Site Location and Layout Plan
- B Pedestrian Enhancements

1.0 Introduction

- 1.1 Motion has been appointed to prepare this Travel Plan Statement on behalf of Claygate House Investments Limited and MJS Investments Limited in relation to an outline planning application for a potential residential development on land to the north of Raleigh Drive, Claygate, Surrey (herein referred to as 'the site').
- 1.2 The site is located approximately 600 metres walk/cycle distance north-west of the centre of Claygate, within the administrative boundaries of Elmbridge Borough Council (Local Planning Authority) and Surrey County Council (Local Highway Authority).
- 1.3 The proposal seeks permission for the development of up to 60 residential dwellings and a new vehicle access to the site, which will be achieved at the southern end of the site via the existing junction of Rythe Road, Raleigh Drive and Loseberry Road. Pedestrian access will also be provided in this location.
- 1.4 This Travel Plan Statement sets out steps that will be taken to encourage the use of sustainable modes of travel to the site, reducing reliance on the private car.
- 1.5 The remainder of this report comprises:
 - ▶ Section 2 – summarising local policy and the objectives of the plan;
 - ▶ Section 3 – describing the existing site and its accessibility;
 - ▶ Section 4 – detailing the proposed development;
 - ▶ Section 5 – presenting the measures that will be delivered; and,
 - ▶ Section 6 – providing a summary Action Plan.

2.0 Policy and Objectives

2.1 The key policy documents that set out the travel Planning context for the proposed development are:

- ▶ National Planning Policy Framework, July 2021;
- ▶ National Design Guide, January 2021;
- ▶ Planning Practice Guidance, June 2021; and,
- ▶ Elmbridge Borough Council Core Strategy, April 2011.

National Policy

National Planning Policy Framework (NPPF)

2.2 The NPPF sets a presumption in favour of sustainable development, requiring that social, environmental and economic matters be considered in concert.

2.3 The National Planning Policy Framework (NPPF), 2021, promotes incorporation of sustainable transport in development proposals (par. 104) and states that the planning system should actively manage patterns of growth such that a genuine choice of transport modes is offered (par. 105).

2.4 With regard to the delivery of sustainable transport the NPPF states at paragraph 113 that:

"All development that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

National Design Guide (NDG)

2.5 The National Design Guide (NDG) sets out the characteristics of well-designed places and demonstrates what good design means in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance related to design process and tools.

2.6 With respect to consideration of 'movement' in the design of new development, the NDG promotes assessment of existing and delivery of new features that result in developments being accessible and easy to move around within and between by all applicable transport modes.

2.7 In paragraph 77, a well-designed movement network is one that:

"... defines a clear pattern of streets that:

- ▶ *is safe and accessible for all*
- ▶ *functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes;*
- ▶ *limits the impacts of car use by prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality;*
- ▶ *promotes activity and social interaction, contributing to health, well-being, accessibility and inclusion; and*
- ▶ *incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity."*

Planning Practice Guidance

- 2.8 Planning practice guidance (PPG) supports delivery of the principles set out in the National Planning Policy Framework (NPPF).
- 2.9 The guidance describes Travel Plans as: "... *long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets.*" (PPG paragraph: 003; reference ID: 42-003-20140306)
- 2.10 Furthermore, the guidance indicates that "*Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.*" (PPG paragraph: 003; reference ID: 42-003-20140306)
- 2.11 It is stated that the primary purpose of a Travel Plan is "... *to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes. ..., they should not be used as a way of unfairly penalising drivers.*" (PPG paragraph 005; reference ID: 42-005-20140306)
- 2.12 Travel Plans are also recognised in the PPG as having "... *an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development.*" (PPG paragraph 005; reference ID: 42-005-20140306)

Local Policy

Elmbridge Borough Council Core Strategy

- 2.13 The Elmbridge Core Strategy sets out policies and objectives to support transport accessibility and good-quality infrastructure, including public transport. Policy objectives relevant to this TPS are:
- ▶ CS9-Esher
'Additional residential development will be provided across the area, primarily through redevelopment of previously developed land, taking account of relative flood risk.'
 - ▶ CS11-Claygate
'The Council will promote improved access to and within the area for pedestrians and cyclists, public transport users and those with impaired mobility. A parking strategy will be developed in partnership with Surrey County Council in order to give further consideration to the adoption of a coherent approach to on and off-street parking.'
 - ▶ CS25-Travel and Accessibility
'Applying maximum parking standards to all uses, including the consideration of zero parking for certain town centre developments.', *'The Council will seek to mitigate the detrimental environmental effects caused by transport, which may include greening the roadside and parking environment, improving air quality, noise reduction measures and traffic calming.'* And *'Requiring a transport assessment and travel plan for all major (65) development proposals, in order to promote the delivery and use of sustainable transport.'*
- 2.14 Car parking standards will be at the maximum with consideration of zero parking for certain town centre developments.
- 2.15 New developments should encourage cycling through additional cycle parking and new cycle routes from the new developments.

3.0 Existing Conditions

Overview

3.1 A detailed review of the study area has been carried out to put the site into context. This chapter summarises this review by describing the site location, its accessibility, and the nearby amenities.

Site Details

3.2 The site is to the north and west of residential properties on Raleigh Drive and Rythe Road, and east of the existing Claygate House building. The site is located approximately 600 metres walk/cycle distance north of Claygate village centre and 1.4 kilometres walk/cycle distance southeast of Esher town centre. The location of the site is illustrated below in Figure 2.1.

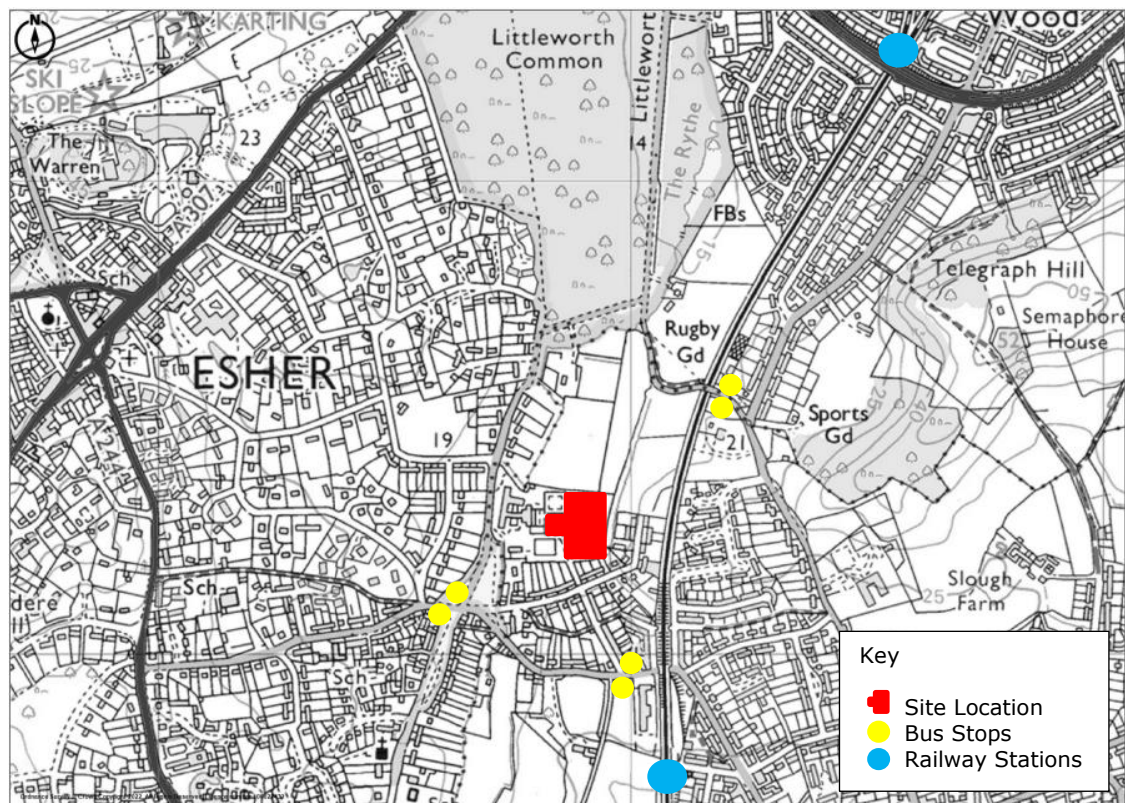


Figure 3.1: Site Location Plan

3.3 The site is currently considerably undeveloped, with a large amount of open land to the east of Claygate House. The surrounding area is mostly residential with a broad amount of natural greenspace to the north and south of the site.

Site Accessibility

Highway Network

3.4 The local highway network is mostly residential roads with a maximum speed limit of 30mph. The local road network comprises a number of wide roads with on-street parking. The site is within proximity to the Kingston Bypass (approximately 2kilometres north) which connects into Hampton and the A3 (approximately 2.5km south) which connects to the M25, Guildford and Portsmouth, and into central London.

Walk and Cycle Accessibility

- 3.5 Footways are present on both sides of Loseberry Road, Rythe Road and Raleigh Drive. The footways continue on Hare Lane to the railway station and into the village centre. Routes into Esher also benefit from footways.
- 3.6 From the site there is safe access along footways to local amenities, bus stops and railway stations. Along these roads to the amenities are a number of streetlights and all roads are subject to low speed limits, therefore the local footway network is safe for pedestrians to use.
- 3.7 Although no on-road cycle facilities are provided within the vicinity of the site, it is considered that the local highway network is suitable for cycling due to the relatively low speed limits and flat topography.

Access by Bus and Train

- 3.8 The closest bus stops to the site serve bus route K3 between Esher and Roehampton Vale and are located on Hare Lane approximately 230 metres south of the site access for services towards Esher and Roehampton Vale.
- 3.9 A summary of the destinations served, and the frequency of the K3 bus service is provided below in Table 3.1.

Service	Route	Mon-Fri Frequency	Sat Frequency	Sun Frequency
K3	Esher – Claygate – Hinchley Wood – Surbiton – Kingston upon Thames – Roehampton Vale	Every 14 to 18 minutes	Every 14 to 20 minutes	Every 16 to 30 minutes

Table 3.1: Bus Route Services

- 3.10 The closest railway station to the site is Claygate, located approximately 480 metres south of the site access, which is roughly a 6-minute walk or a 2-minute cycle. The station benefits from 24 cycle storage spaces covered by CCTV. The table below outlines some of the services run directly from Claygate.

Service	Route	Mon-Fri Frequency	Sat Frequency	Sun Frequency
Guildford	Claygate – Oxshott – Cobham & Stoke D’Abernon – Effingham Junction – Horsley – Clandon – Guildford	Every 30 minutes	Every 30 minutes	Every 30 minutes
London Waterloo	Claygate – Hinchley Wood – Surbiton* – Wimbledon – Earlsfield – Clapham Junction – Vauxhall – London Waterloo *Sometimes have to change here	Every 30 minutes	Every 30 minutes	Every hour

Table 3.2: Direct Train Route Services

Local Amenities

- 3.11 The site is located circa 600 metres north of Claygate village centre and 1.4 kilometres southeast of Esher town centre, and therefore benefits from easy access to a variety of local amenities. These amenities include a number of schools and doctors surgeries, as well as a range of pubs, restaurants and shops for food and retail. A summary of local amenities and walking/cycling distances is provided in Table 3.3, with distances taken from the proposed site access.

Amenity	Walking/Cycling Distance (metres)
Esher Church of England High School	2,100
Shrewsbury House School	550
Claygate Primary School	1,400
Milbourne Lodge School	700
Co-op Food	600
Budgens	1,800
Waitrose	1,500
Barclays	1,500
Esher Library	1,900
Claygate Post Office and Stores	700
Esher Post Office	1,600
Capelfield Surgery	1,200
Lantern Surgery	1,800
Hare Lane Dental Practice	600
Boots Pharmacy	600
Esher Eye Centre	1,600

Table 3.3: Walking and Cycling Distances to Local Amenities

4.0 Proposed Development

- 4.1 The new development will consist of up to 60 dwellings, as well as bin and cycle storage areas, a play area and a new access road leading from Raleigh Drive. An indicative masterplan is attached for reference at **Appendix A**.
- 4.2 In order to serve the site, consideration has been given to the provision of an access from Raleigh Drive to the south of the site. The existing priority junction in this location operates with Raleigh Drive and Loseberry Road having priority over Rythe Road. There is also an existing pedestrian access to the site located at the junction of Raleigh Drive with Loseberry Road.
- 4.3 The proposed access arrangement will be able to accommodate the required refuse vehicle movements into and out of the site in a forward gear. As part of the detailed scheme design, sufficient turning area will be available within the site to enable vehicles to manoeuvre and thereby enter and leave the site in a forward gear.

5.0 Measures

Overview

- 5.1 The measures proposed here are both 'hard' (i.e. site design) and 'soft' (i.e. information provision), designed to address the travel needs of residents, support their use of active and/or sustainable modes, and provide opportunities for residents to reduce their need to travel.
- 5.2 A Travel Plan Co-ordinator will be appointed with responsibility for production and supply of the travel information measures set out below. In summary, the measures through which this Travel Plan Statement will be implemented consist of:

Management

- 5.3 A Travel Plan Co-ordinator (TPC) will be appointed and funded by the developer. They will fund this work and the associated costs of printing the Travel Information Pack (TIP).
- 5.4 The TPC will be responsible for commissioning the production of the TIP and installation of the notice board.

On-site Infrastructure and Site Location

Cycle Parking

- 5.5 Each house will be provided with a cycle store within the curtilage of the property and the flats will have a communal, secure bike storage area located close to the dwellings at ground floor level.

Electric Parking

- 5.6 Each dwelling will benefit from a fast charge socket in line with local guidance.

Dwelling Design

- 5.7 Dwelling design supports working from home, thereby reducing the need to travel, through the provision of internet connectivity, sufficient power sockets and access to natural light.

On-site Amenities

- 5.8 Residents of the houses will have access to a private back garden, affording them a safe and private space outdoors.
- 5.9 There are also communal landscaped areas on-site comprising lawns for rest and recreation, and trees for shelter.

Pedestrian Enhancements

- 5.10 During pre-application discussions with SCC, it was agreed to provide a pedestrian crossing on Hare Lane, close to its junction with Loseberry Road to assist with access to the bus stop on the southern side of the road and Claygate railway station. The proposed crossing is shown at **Appendix B**. The drawing also shows visibility splays from the crossing points. The splays are based on vehicle speed data on Hare Lane provided by SCC.
- 5.11 The crossing will take the form of dropped kerbs and tactile paving, which will be provided on both sides of Hare Lane. The carriageway will be narrowed to 6.75 metres either side of the junction with Loseberry Road to improve visibility for both pedestrians crossing Hare Lane from the north and drivers exiting Loseberry Road.

- 5.12 SCC also requested that a pedestrian crossing be provided to the west of the site, close to the junction between Raleigh Drive, Littleworth Road, Arbrook Lane and Milbourne Lane. This will aid crossing for pedestrians heading to a school on Milbourne Lane. The crossing and pedestrian visibility are shown at **Appendix B**.

Information Provision

- 5.13 TIPs will be produced and supplied to the first household occupying each unit. The TIP will contain information such as:
- ▶ the health benefits of active travel;
 - ▶ the location of amenities local to the site and their distance via walking/cycling as well as the journey times;
 - ▶ the location of local transport facilities covering walking, cycling and public transport modes;
 - ▶ community transport provision;
 - ▶ assistance for mobility-impaired travellers;
 - ▶ active travel opportunities for school-age children (e.g. Walking Bus and 'park and stride');
 - ▶ information about lift-sharing;
 - ▶ ways in which to reduce the need to travel, such as working from home, linked trips, online grocery shopping and grocery deliveries;
 - ▶ sources of support for cycle maintenance and cycling skills provision;
 - ▶ safety advice for walking and cycling, including buddy schemes and appropriate motor vehicle driver behaviour;
 - ▶ purchasing considerations relating to cleaner-fuelled vehicles and e-cycles;
 - ▶ promotion of local and/or national events focussed on adoption of active and/or sustainable travel; and
 - ▶ weblinks providing sources of further information.

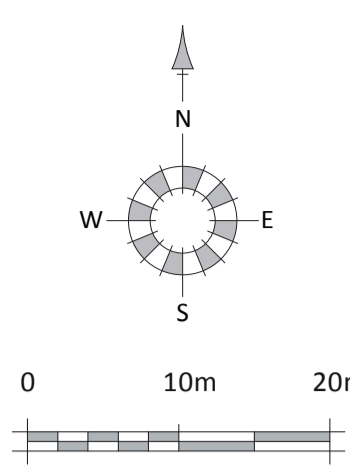
6.0 Action Plan

6.1 A summary of the plan measures is provided in the action plan at Table 6.1 alongside an indicative timeline and the party/ies responsible in each instance.

Measure	Timeline	Responsibility
On-site cycle parking	During Construction	Developer
Electric charging/parking points	During Construction	
Dwelling design	During Construction	
On-site amenities	During Construction	
Travel Information Packs	During Occupation	
Travel information notice board	During Occupation	
Regular review and update of TP and notice board	During Occupation	

Appendix A

Site Location and Layout Plan



Proposed Illustrative Masterplan
Raleigh Drive, Claygate
22071 / SK08F
Scale 1:500 @ A1 December 2022

© Copyright exists on the designs and information shown on this drawing. This drawing may be scaled to the scale bar for planning application purposes only. Do not scale for any other purpose, use figured dimensions only. Subject to site survey and all necessary consents. All dimensions to be checked by user and any discrepancies, errors or omissions to be reported to the Architect before work commences. This drawing is to be read in conjunction with all other relevant materials. OS Licence no. 100007327.

OSP Architecture, Broadmead House, Farnham Business Park, Weydon Lane, Farnham, Surrey, GU9 8QT Tel: 01252 267878 www.osparchitecture.com

Appendix B

Pedestrian Enhancements



54 metre pedestrian
visibility splays

Indicative location
of existing bus stop

Dropped kerb with
tactile paving

49 metre pedestrian
visibility splays

Legend

— Highway Boundary



84 North Street
Guildford
Surrey
GU1 4AU
T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF
T: 020 8065 5208

www.motion.co.uk

Project:
Land North of Raleigh Drive, Claygate

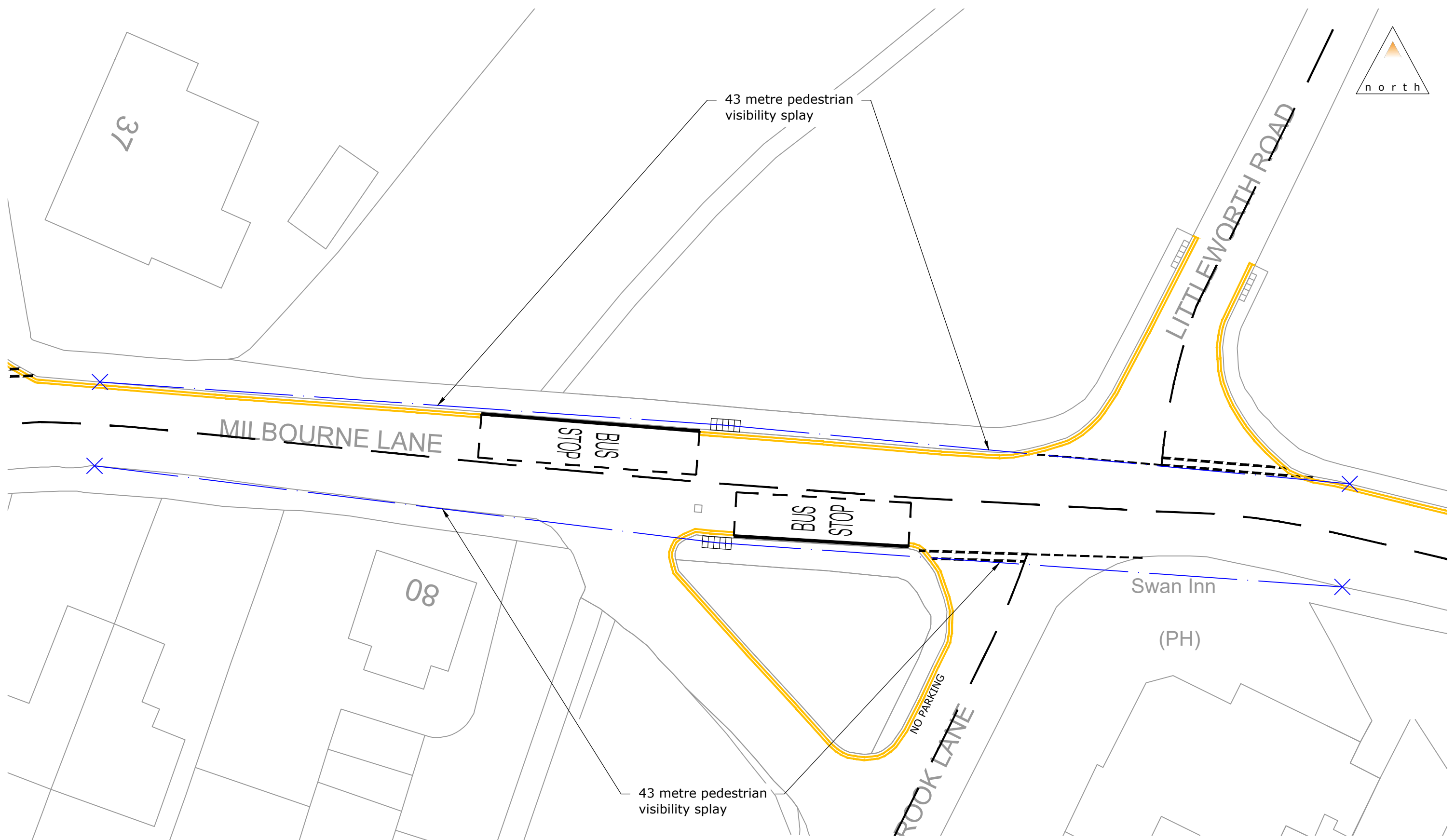
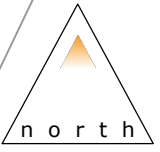
Title:
Potential Pedestrian Crossing on Hare Lane
and Visibility Splays

Scale: 1:500 (@ A3)

Notes:

Drawing:
170822-02

Revision:
F



43 metre pedestrian
visibility splay

MILBOURNE LANE

BUS STOP

BUS STOP

LITTLEWORTH ROAD

Swan Inn
(PH)

ROOK LANE
NO PARKING

43 metre pedestrian
visibility splay



84 North Street
Guildford
Surrey
GU1 4AU
T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF
T: 020 8065 5208

www.motion.co.uk

Project:
Land North of Raleigh Drive, Claygate

Title:
Proposed Pedestrian Crossing on Milbourne Lane
and Visibility Splays

Scale: 1:250 (@ A3)

Notes:

Drawing:
170822-05

Revision:
A

C:\Users\JoeEarp\Motion\StaffSite - Seda1 170822\Drawings\170822-05A.dwg