12 Claygate Lane, Hinchley Wood, KT10

TRANSPORT STATEME

for Proposed Residential Developmen

on behalf of Wynngate

2023/6635/TS01

September 2023

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DOCUMENT CONTROL

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TABLE OF CONTENTS

Drawings

Appendices

Figures

1 INTRODUCTION

1.1 Report Context

1.1.1 RGP is commissioned to provide highways and transport input in support of the proposed residential development at the site of 12 Claygate Lane, Hinchley Wood, KT10 ("the site").

1.1.2 The site presently comprises garden and greenfield land to the rear of dwellings along Claygate Lane, Chesterfield Drive, Cumberland Drive and Manor Road North. The proposal is 'backland' development as a result of its position behind the established building line of existing residential land-use.

1.1.3 The development proposals detail the erection of nine dwellings comprising detached and four semi-detached houses and an apartment block comprising three units. The development would be accessed via a new bellmouth junction with Claygate Lane. The proposed Site Plan is attached hereto at **Appendix A** for reference.

1.1.4 The site falls within the respective remit of Elmbridge Borough Council (EBC) as Local Planning Authority and Surrey County Council (SCC) as Highway Authority.

1.2 Pre-Application Engagement

1.2.1 Pre-application advice has been sought from SCC regarding the highways and transport implications of the proposed development. The formal response received is attached hereto at **Appendix B** for reference, and although the advice was received on a smaller scheme than as proposed for the full planning application (six units as opposed to nine), the main conclusions are still relevant and can be summarised as follows:

- Sufficient visibility splays are achievable for egressing drivers at the proposed access junction (2.4m x 43m as dictated by the 30mph speed limit under Manual for Streets standards);
- The proposed access is considered sufficient width, allowing for two cars to pass one another in the event of a simultaneous arrival and departure;
- A refuse vehicle should be tracked into and out of the site at the proposed access junction with Claygate Lane;
- Intervisibility splays for pedestrians of 2m x 2m should be provided without obstruction above 0.6m in height;
- A Stage 1 Road Safety Audit should be undertaken to independently assess the proposed access arrangements;
- Car and cycle parking should be provided in accordance with the standards prescribed in the adopted guidance document from SCC;
- Electric Vehicle Charging Points (EVCPs) should be provided at each dwelling;
- There are opportunities to travel via means other than the private car to / from the site, with local bus stops and bus stops available within an acceptable walking distance;

The proposed residential development would not result in a significant increase in vehicle traffic on the local highway network; and

A Construction Management Plan (CMP) should be prepared to mitigate any traffic and highways-related impacts of the construction phase of the scheme.

1.2.2 The closing summary within the formal comments confirm that SCC in its role as Local Highway Authority are not likely to raise objection to the proposed development.

1.3 Policy Context

National Planning Policy Framework (2023)

1.3.1 The National Planning Policy Framework (NPPF) broadly covers all aspects of planning policy and the extracts below detail those relevant to this site and transport.

1.3.2 Paragraph 110 outlines the basic transport requirements for developments to provide, and states that *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

Safe and suitable access to the site can be achieved for all users; and

The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

1.3.3 Of further note, Paragraph 111 outlines that *"development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

1.3.4 With regards to accessible developments, Paragraph 112 highlights that *"… applications for development should:*

give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

allow for the efficient delivery of goods, and access by service and emergency vehicles; and

be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

1.3.5 Paragraph 113 states that *"all developments 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."*

1.3.6 The impact of the proposed development is considered throughout this report; includes reviewing the proposed access arrangements alongside the net impact of the proposals in terms of traffic generated to identify how the scheme complies with the requirements of the NPPF.

1.3.7 The findings of this report demonstrate that the proposals would not generate a 'severe' impact and that safe and secure access to the site can be delivered for all prospective users.

1.4 Report Structure

1.4.1 This Transport Statement has been prepared to provide an overview of the transport and highways implications of the proposals. The remainder of the report therefore comprises the following sections:

Section 2: Baseline Conditions – provides an overview of the site in its current form, including the local highway network and a review of the local collision history. Details also provided into the relative accessibility of the site via means of travel other than the car;

Section 3: Trip Generation – details the forecasted vehicular trip generation to / from the development;

Section 4: Layout and Parking – provides an overview of the internal layout of the site, including means of access with Claygate Lane, and a review of locally adopted parking standards, both for vehicles and cycles; and

Section 5: Summary and Conclusions – offers a concise set of conclusions and overall summary of the findings of the report.

2 BASELINE CONDITIONS

2.1 Site Location and Local Highway Network

2.1.1 The site is located at land at and to rear of 12 Claygate Lane, Hinchley Wood.

2.1.2 Hinchley Wood is a suburb in the Elmbridge borough of Surrey within the Greater London Urban Area. Hinchley Wood benefits from a number of retail and services, educational and leisure facilities, and public transport provision to include bus and rail services.

2.1.3 The location of the site is shown in the figure below.

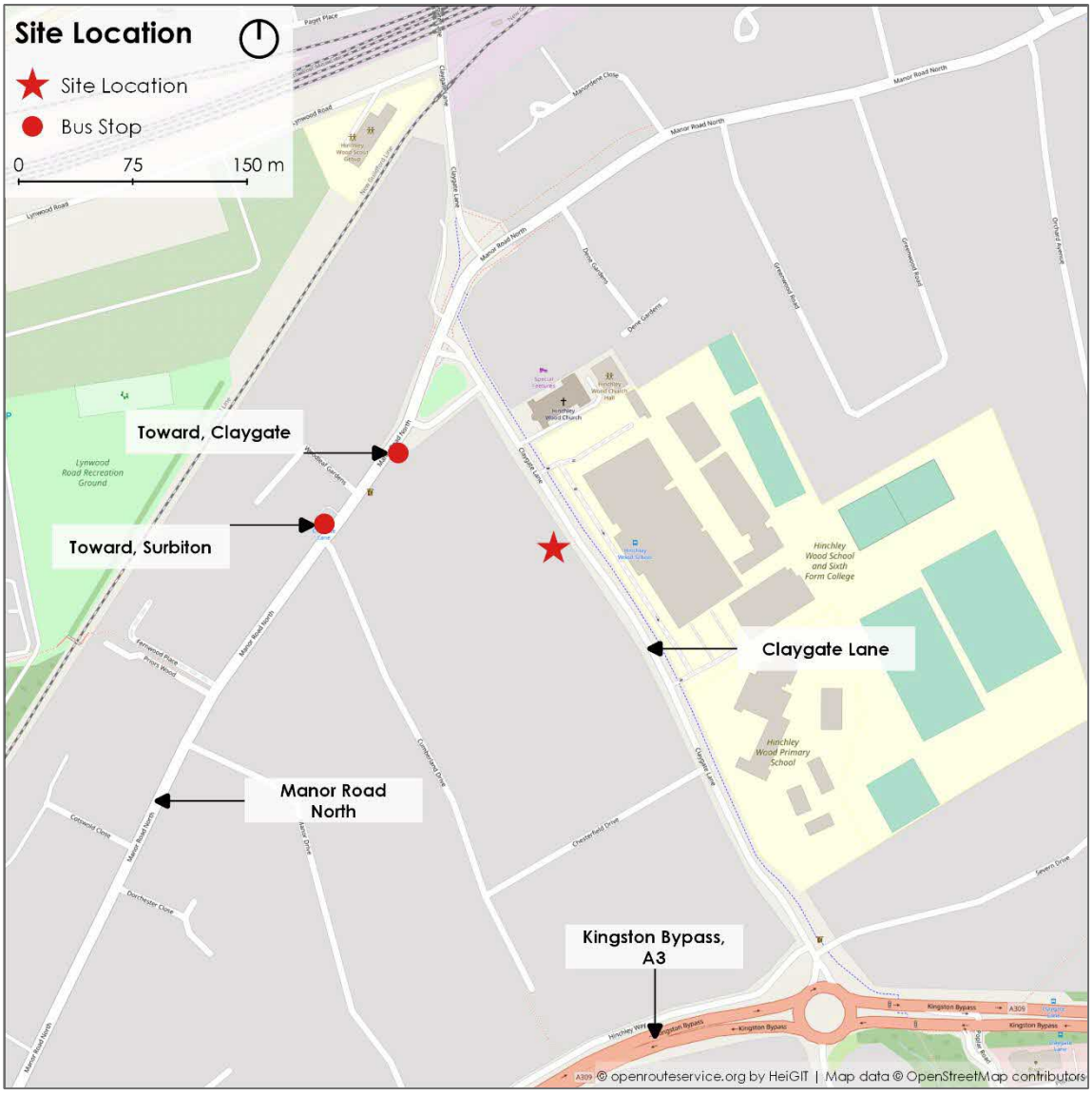


Figure 1 – Site Location

2.1.4 Claygate Lane is a residential road with a general north to south alignment connecting Manor Road North, to the north, and the A309 Kingston Bypass, to the south. Claygate Lane is approximately 5.0m wide with footways provided on both side carriageway. The eastern footway is shared use between pedestrians and cyclists.

2.1.5 Claygate Lane is subject to a posted 30mph speed limit with traffic calming measures provided in the form of speed bumps. Single and double yellow lines on the carriageway are in operation Monday to Friday (08:00 – 18:00) and no stopping markings outside Hinchley Wood School and Primary School are in operation Monday to Friday (08:15 – 09:15 and 14:30 – 16:00).

2.1.6 The site is to the north of the Kingston Bypass, which forms part of the A3, connecting the City of London and Portsmouth passing close to Kingston upon Thames, Guildford Haslemere and Petersfield.

2.2 Highway Safety Appraisal

2.2.1 To assess the local highway safety record, collision data has been ta consideration in line with current Department for Transport (DfT) guidance. Whilst it is traditional for the most recent five-year period to be assessed, an additional two-years have been considered in light of the unrepresentative data from 2020 and 2021. The range for analysis is therefore 2015-2021 with data sourced from www.crashmap.co.uk.

2.2.2 A road collision is classified as one that involved personal injury and took place on the public highway. In summary '*road collisions*' include the following:

Collisions which commence on the highway, but which involve casualties off the highway;

Collisions involving the boarding and alighting of buses or coaches and accidents in which passengers already aboard a bus / coach are injured, whether or not another vehicle or pedestrian is involved; and

Collisions with pedal cyclists or horse riders, where they injure themselves or another road user. Only accidents occurring on the public highway are included. The public highway usually includes the adjacent footway.

2.2.3 The figure below outlines the distribution of collisions that have occurred locally to the site across the study period.

Figure 2 – Local Collision Distribution

2.2.4 The analysis highlights that no collisions have taken place along Claygate Lane across the assessed period.

2.2.5 It is considered Claygate Lane does not exhibit an inherent road safety issue and the development proposals should not detrimentally alter this. Confirmation is requested that the scope of the collision analysis would be sufficient in supporting a full planning application at the site.

2.3 Accessibility by Sustainable Modes

2.3.1 The following sections provide an overview of the relative means of accessing the site via means other than the private car.

Walking

2.3.2 It is commonly accepted that walking is the most important mode of travel at the loca level, offering the greatest potential to replace short car trips. Walking yields numerous personal benefits such as health and fitness improvement, complementing a positive impact from an environmental standpoint.

2.3.3 The '*Planning for Walking*' guidance (2015) produced by the Chartered Institution of Highways and Transportation (CIHT) has been considered as part of this statement which provides information on the characteristics of pedestrian journeys, the benefits of walking and the legal framework that applies to pedestrians.

2.3.4 Further guidance set out within CIHT '*Providing for Journeys on Foot*' (2000) is also considered, in particular the section relating to desirable / acceptable / maxi walking distances. The table below outlines relative distances for different jour purposes from the guidance.

Standard	Town Centre	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1km	800m
Preferred Maximum	800m	2km	1.2km

Figure 3 – Desirable / Acceptable / Maximum Walking Distances (CIHT, 2000)

2.3.5 The figure below outlines an indicative 2km walking catchment around the si consideration of the above guidance thresholds.

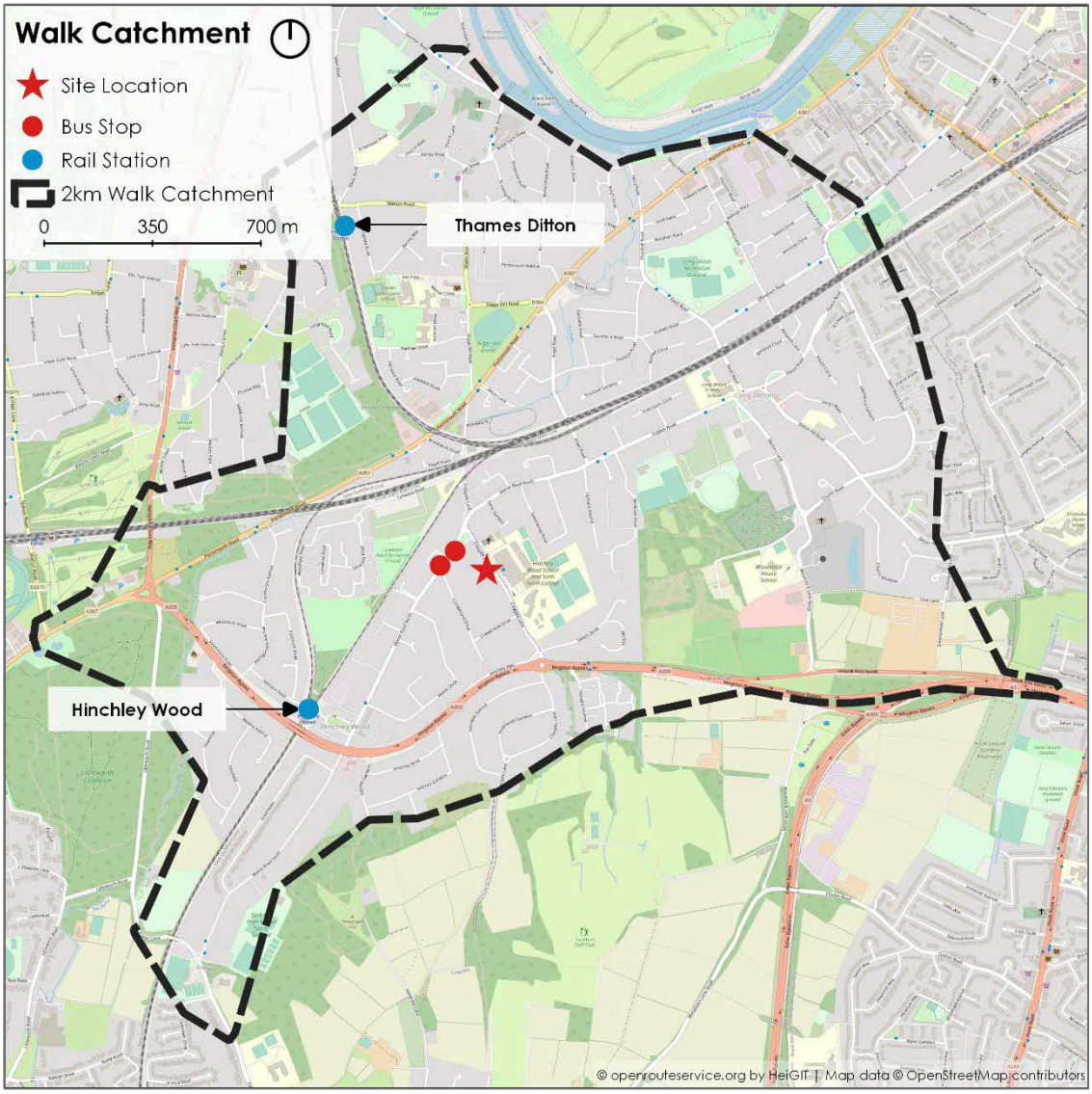


Figure 4 – 2km Walking Catchment

2.3.6 Application of a 2km walking catchment illustrates the suburb of Hinchley Wood to be accessible on foot to include the parade of retail and services facilities on Manor Road North; education facilities to include Hinchley Wood School and Primary School; and leisure facilities to include Lynwood Road Recreation Ground and Body Fusion Fitness.

2.3.7 Public transport services are further accessible on foot to include local bus service provision on Manor Road North for services toward Surbiton or Claygate, and Hinchley Wood and Thames Ditton railway station.

2.3.8 The local highway network is considered conducive to pedestrian travel with footways provided along local roads with dropped kerbs and crossing points to facilitate onward travel. There is therefore opportunities for residents to walk to / from the site, either as their primary journey or as part of a multi-modal trip.

Cycling

2.3.9 Cycling is also an important part of the national and local transport policy agenda. An increased perception of cycling as a real alternative mode of transport to the car and growth in cycling as a leisure activity has increased demand for cycling.

2.3.10 Traditional Department for Transport (DfT) guidance outlines that many utility cycle trips are less than 3 miles (approximately 5km), but for commuter journeys a distance of over 5 miles (approximately 8km) is not uncommon. The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations.

2.3.11 The figure below outlines an indicative 5km cycling catchment around the site in consideration of the above guidance thresholds.

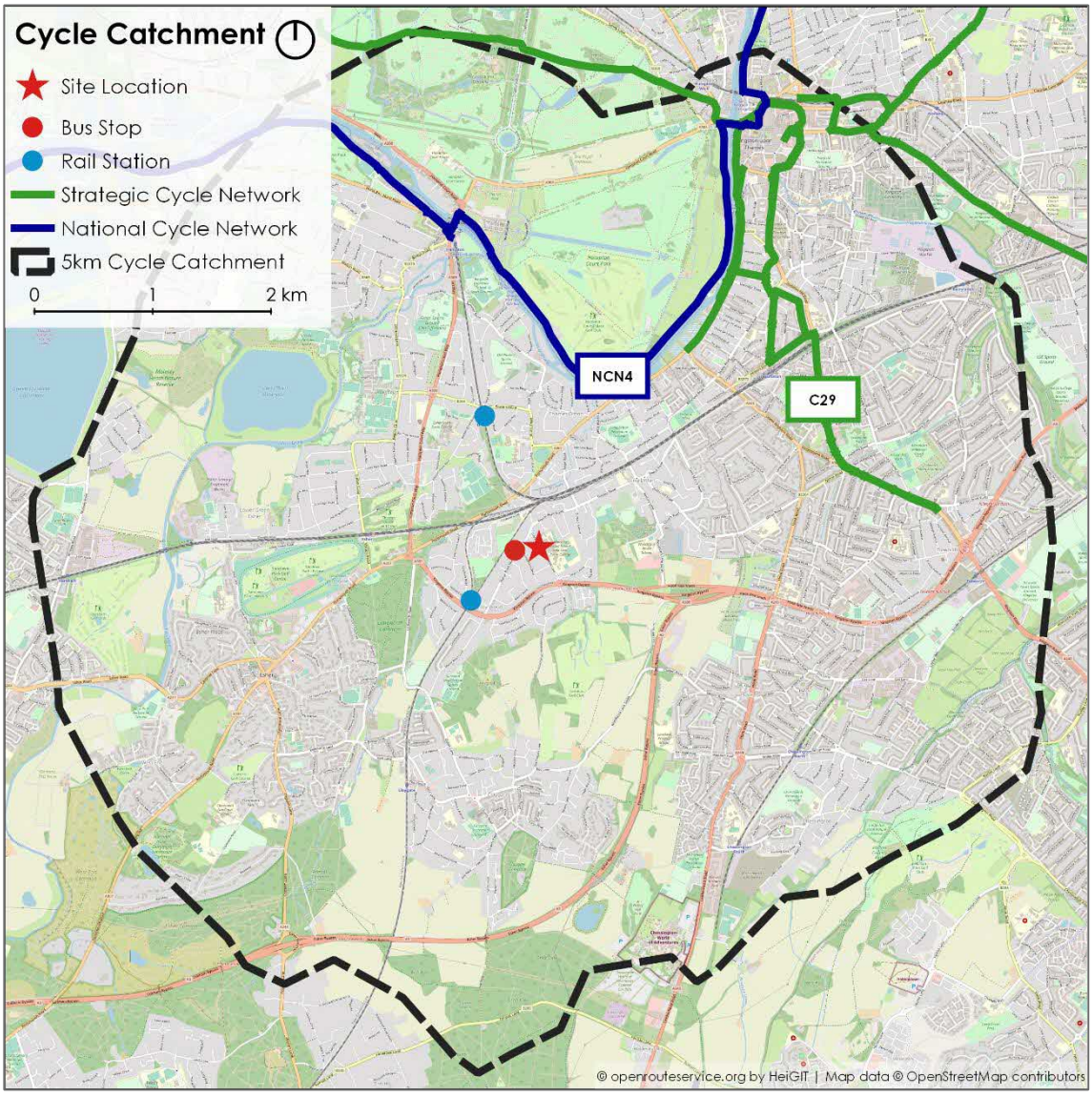


Figure 5 – 5km Cycling Catchment

2.3.12 Application of a 5km cycling catchment illustrates the extensive areas covered to include Thames Ditton, Tolworth, Chessington and Esher. As shown, National Cycle Network (NCN) Route 4 runs to the north and Transport for London (TfL) Cycleway 29 runs to the north-east. There is therefore opportunities for residents to cycle to / from the site, either as their primary journey or as part of a multi-modal trip.

Public Transport

Bus

2.3.13 A local bus service is located on Manor Road North at an approximate 250m, equivalent to a 3-minute walk, from the site. The stops are marked with a flag and post arrangement with on carriageway markings and benefit from the provision of printed timetable information.

2.3.14 The stops serve the K3 bus service between Roehampton Vale and Esher High Street, via Norbiton, Hinchley Wood and Claygate. The route offers a typical off-peak frequency of four buses per hour Monday to Saturday, and three buses per hour on Sundays.

Rail

2.3.15 Rail services can be boarded from Hinchley Wood at an approximate 1.0km, equivalent to a 12-minute walk, from the site, providing connectivity between London Waterloo and Guildford, via Wimbledon. Stops on those routes include:

For London Waterloo: Surbiton, Wimbledon, Earlsfield, Clapham Junction, Vauxhall and London Waterloo.

For Guildford: Claygate, Oxshott, Cobham & Stock d'Abernon, Effingham Junction, Horsley, Clandon, London Road (Guildford) and Guildford.

2.3.16 Hinchley Wood has a typical off-peak frequency to London Waterloo or Guildford of two trains per hour, Monday to Friday, and one train per hour on Sundays.

Accessibility Summary

2.3.17 The active and sustainable transport infrastructure provided in the local area could accommodate trips by residents to and from the site, either as their primary journey or as part of a multi-modal trip to include other sustainable modes for travel beyond the local area. Sustainable modes can offer a cheaper and, in some cases, more convenient alternative than the use of a private car. The pre-application response received from SCC confirms that the site is accessible via alternative means and hence is sustainable in these terms.

3 TRIP GENERATION

3.1 Existing Trip Generation

3.1.1 The site currently comprises the single dwelling at no.12 Claygate Lane. Therefore, to ascertain the likely trip generation associated with the site in its current form, the industry-standard Trip Rate Information Computer System (TRICS) has been interrogated.

3.1.2 The following filtering parameters have been applied to surveys within the database:

Category: 03/A – Residential Houses, Privately Owned;

Regions: England (excluding Greater London);

Days: Weekdays only; and

Locations: Suburban (Residential Zone).

3.1.3 The full TRICS output is attached hereto at **Appendix C** for reference. The table below summarises the vehicle trip rates as extracted which indicates the likely traffic movements associated with the single dwelling at the site as existing. Consideration is given to the traditional AM (08:00-09:00) and PM (17:00-18:00) peak periods on the local highway network, with additional reference to the daily weekday total.

Time Period	Trip Rate per Dwelling		
	Arrivals	Departures	Two-way
AM Peak	0.205	0.359	0.564
PM Peak	0.285	0.154	0.439
Daily	**2.140**	**2.210**	**4.350**

Figure 6 – Residential Trip Generation (Privately-Owned Houses)

3.1.4 As forecasted, the existing dwelling at the site could generate in the order of a single trip across the respective peak periods, with between four and five two-way trips across the course of the course of a typical weekday.

3.2 Proposed Trip Generation

3.2.1 The trip rates as presented above have similarly been applied to the proposed 9r dwellings at the site as proposed. Although three of the units would be delivered as flats / apartments, the flat trip rate for the privately owned houses has been applied across the development in the interests of robustness.

3.2.2 The table below summarises the proposed vehicle trip generation associated with the nine dwellings.

Time Period	Trip Generation – 9 Dwellings		
	Arrivals	Departures	Two-way
AM Peak	2	3	5
PM Peak	3	1	4
Daily	19	20	39

Figure 7 – Proposed Vehicle Trip Generation (9 dwellings)

3.2.3 As shown, the proposed residential development could generate in the order of five and four two-way trips across the respective peak hours, with a total of 39 two-way trips forecasted across the course of a typical weekday.

3.2.4 As confirmed in the pre-application response received from SCC, the redevelopment of the site would not result in a significant impact in terms of a vehicle trip generation and traffic perspective. As such, the proposed access junction would not be subject to an intensive use across the course of a typical day.

4 LAYOUT AND PARKING

4.1 Layout

4.1.1 A copy of the proposed Site Plan is attached hereto at **Appendix A** for reference. As shown, all vehicles would access the site via the proposed junction with Claygate Lane, with sufficient space afforded at the far-end of the site for vehicles to turn and hence enter and egress the site in a forward gear.

4.1.2 The internal carriageway within the site has been designed in accordance with standards adopted by SCC in its Design Guide Technical Appendix. Due to constraints within the general layout of the site, and to maintain sufficient separation of the internal route to the frontage of the respective plots, the road is narrowed intermittently to a minimum width of 3m (in accordance with the minimum value as per Section 3.3 of the Design Guide). As illustrated in the proposed Site Plan, the carriageway however widens to allow for two-way traffic within the site, with natural passing places for vehicles to manoeuvre.

4.1.3 Drawing **2022/6635/003**, attached hereto, illustrates the passage of a refuse vehicle within the site, with sufficient space for a car to pass along the internal route, and this is likewise the case for a fire tender as also shown in drawing **2022/6635/003**, and a standard car as per drawing **2022/6635/002**.

4.1.4 The alignment of the internal carriageway allows for sufficient forward visibility to be provided for drivers to see oncoming vehicles and hence pass accordingly. The narrowing of the carriageway also allows for the incorporation of a footway within the site to the immediate plots upon entry to the site, whilst the plots to the south would be accessible via a shared surface arrangement (denoted by a change in surface treatment).

4.2 Access

4.2.1 The proposed development would be served via a new bellmouth access with Claygate Lane, as illustrated in the proposed Site Plan attached hereto at **Appendix A**. RGP drawing **2022/6635/007**, also attached, illustrates the proposed access arrangements in isolation.

4.2.2 As shown in the drawing, sufficient visibility splays of 2.4m x 43m are achievable within the extents of the adopted highway, in accordance with Manual for Streets standards based on the posted 30mph speed limit. This is similarly the case for the 2m x 2m pedestrian intervisibility splays, as requested by SCC at pre-application stage.

4.2.3 The access would be subject to a 5.5m width at its mouth which would be sufficient to allow for two cars to enter and exit the site simultaneously. The relevant swept paths are included in the drawing, alongside the illustration of a refuse vehicle entering and exiting the site in accordance with the request by SCC as part of the pre-application.

4.2.4 As shown in the proposed access drawing, the footway along the western side Claygate Lane would be extended into the site and continuous passage for pedestrians would be provided in the form of dropped kerbs with accompanying tactile paving at the access itself.

4.2.5 Drawing **2022/6635/007** also details the existing extent of double-yellow lines adjacent to the site access, with an extension to these restrictions proposed at both sides.

4.2.6 The 9.2m lengthening to the northern side, and 10m to the southern would reduce the overall capacity for on-street parking, however owing to the standard assumption of 5m per parked vehicle (as per the standard Lambeth parking survey methc guidanc e), this would only be a reduction in the effective on-street capacity by three spac es.

4.2.7 This reduction in the on-street capacity is not considered significant and could be accommodated without significant detriment to the general operation between parked vehicles and through-traffic along Claygate Lane. Furthermore, the introduction o further parking restrictions adjacent to the access was suggested by SCC in the pre-application engagement and hence can be considered an acceptable soluti principle to allow all necessary vehicles to enter and egress the site unfettered.

4.3 Stage 1 Road Safety Audit

4.3.1 In accordance with the request received in the pre-application engagement with SCC, an independent Stage 1 Road Safety Audit has been undertaken to assess the proposed access arrangements with Claygate Lane.

4.3.2 The RSA report is attached hereto at **Appendix D** for reference, with three 'problems' identified. RGP in its role as the Design Organisation has responded to the comments received in the Stage 1 Road Safety Audit in the form of a formal Response Report which is attached hereto at **Appendix E**

4.3.3 It is considered that the Response Report satisfactorily addresses the comments received and that the proposed access arrangements with Claygate Lane can be considere acceptable, as stipulated in the pre-application comments received from SCC.

4.4 Refuse Collections

4.4.1 As shown in drawing **2022/6635/007**, a refuse vehicle is able to enter and exit the site in a forward gear. The manoeuvring of the vehicle within the confines of the site is illustrated in drawing **2022/6635/003**, with the turning head at the southern extent of the internal sufficient for the vehicle to turn. The frontage of each plot would be within a suitable drag distance for the transfer of bins to the collection vehicle, in accordance with the prescribed standards in Manual for Streets (MfS). The collection strategy at the site would form a natural extension to the existing route along Claygate Lane.

4.5 General Deliveries & Servicing

4.5.1 Deliveries to the residential properties would be infrequent and typically from smalle vehicles, such as 7.5t panel vans for online food / parcel deliveries. The refuse vehicle used in the aforementioned swept path analysis assessments exceeds the dimension of such vehicles and the layout is therefore appropriate in this regard also, with amp space around the site to accommodate these vehicles parking when undertaking deliveries.

4.6 Emergency Vehicle Access

4.6.1 Drawing **2022/6635/003**, attached, illustrates that a fire tender can access and egress the site in a forward gear and navigate the internal carriageway arran satisfactory. Therefore, each property would be within 45m of the vehicle in event o emergency, in accordance with Section 13 of '*The Building Regulations 2010 Appro Document B– Fire Safety Volume 1: Dwellings*'.

4.7 Car Parking

4.7.1 The proposed provisions for car parking at the site have been derived with reference to the adopted standards by SCC, detailed within the '*Vehicle, Cycle and Electric Vehicle Parking Guidance for New Development*' guidance document adopted in 2021. The standards for C3 residential developments within 'suburban' locations such as the site are replicated below for reference.

No. Beds	No. Spaces Suggested
1 & 2 (Flats)	1 per unit
1 & 2 (Houses)	1 + space per unit
3	2 + spaces per unit
4+	2 + spaces per unit

Figure 8 – SCC Residential Car Parking Standards (Suburban Locations)

4.7.2 The standards as prescribed can be deviated from, largely on the grounds of accessibility credentials to a site via alternative modes to the private car, and making efficient use of the land available.

4.7.3 The proposed development would provide two spaces per house and a single space per flatted unit which would therefore be in accordance with the above sta Furthermore, as illustrated in the proposed Site Plan, two visitor spaces would be provided within the site which would accommodate any additional demands above those from residents. This would therefore ensure that there would not be an adverse impact to the local on-street parking conditions along Claygate Lane within vicinity of the site access.

4.7.4 Electric Vehicle Charging Points (EVCPs) would be provided for each plot, in accordance with the latest Building Regulations guidance and the request to do so as part of the pre-application engagement with SCC.

4.8 Cycle Parking

4.8.1 Cycle parking standards are also detailed within the SCC guidance document, with 1 and 2-bed units requiring a minimum of one cycle parking space, with two required at all larger residential units.

4.8.2 The proposed development would conform to the requirements in terms of cycle parking, with the houses afforded a shelter within the curtilage of their respective plot, and communal storage location at the flats / apartments.

5 SUMMARY AND CONCLUSIONS

5.1.1 RGP is commissioned to provide highways and transport input in support of the proposed residential development at the site of 12 Claygate Lane, Hinchley Wood, KT10.

5.1.2 The site presently comprises garden and greenfield land to the rear of dwellings along Claygate Lane, Chesterfield Drive, Cumberland Drive and Manor Road North. T proposal is 'backland' development as a result of its position behind the establishe building line of existing residential land-use.

5.1.3 The development proposals detail the erection of nine dwellings comprisin detached and four semi-detached houses and an apartment block comprising three units. The development would be accessed via a new bellmouth junction with Claygate Lane.

5.1.4 This report has evaluated the transport and highways-related implications of the proposed development and can draw the following pertinent conclusions:

The site is located within walking distance of several amenities and services which would be of attraction to prospective residents, owing to its suburban location;

There is not an inherent road safety issue within the vicinity of the site;

The proposed development would not result in an intensive trip attraction, a hence the implications of the scheme in traffic terms would not be 'severe' stipulated in the NPPF;

Sufficient car and cycle parking would be provided at the develop accordance with the locally adopted standards by SCC;

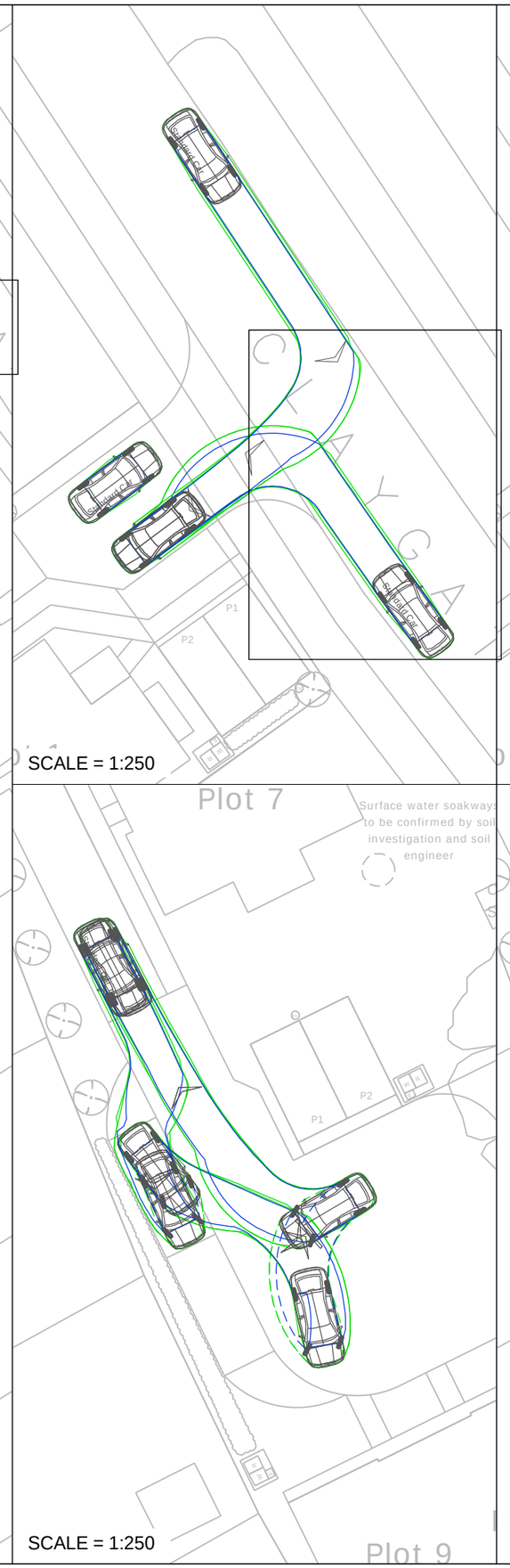
The site would be accessed via a new junction with Claygate Lane which has been subject to an independent Stage 1 Road Safety Audit, with the identified 'problems' addressed in an accompanying Response Report;

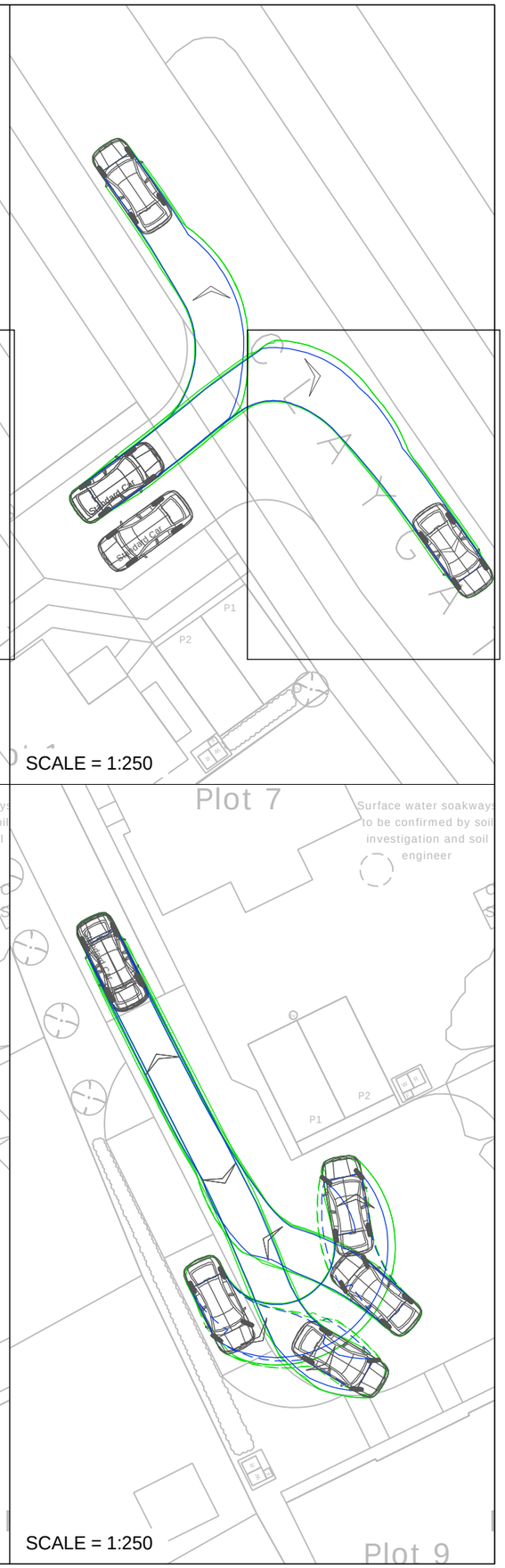
SCC has confirmed the acceptability of the access arrangements at pre-application stage; and

All necessary vehicles would be able to satisfactorily navigate the proposed internal layout of the site (e.g. refuse, fire tender), with sufficient turning space available for an entrance and egress in forward gear.

5.1.5 In light of the information and assessments contained within this report, and following the positive pre-application response received, Surrey County Council are respectfull invited to confirm that the proposed residential development would be acceptable transport and highways terms.

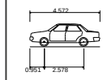
DRAWINGS





NOTES

This drawing has been prepared for the purpo of planning discussions and does not constitu a detailed design drawing, or construction drawing. A Design Hazard Inventory has beer prepared by RGP setting out the hazards whi have been designed out. This is available upo request.



Standard Car	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

Rev.	Drawn	Comments	Date
P7	GE	SITE LAYOUT UPDATED	11/09/23
P6	GE	SITE LAYOUT & SWEPT PATHS UPDATED	07/09/23
P5	GE	SITE LAYOUT & SWEPT PATHS UPDATED	29/08/23
P4	GE	SITE LAYOUT & SWEPT PATHS UPDATED	21/11/22
P3	GE	SITE LAYOUT & SWEPT PATHS UPDATED	07/11/22
P2	GE	SITE LAYOUT & SWEPT PATHS UPDATED	19/10/22
P1	GE	FIRST ISSUE	06/06/22

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Client: Wynngate

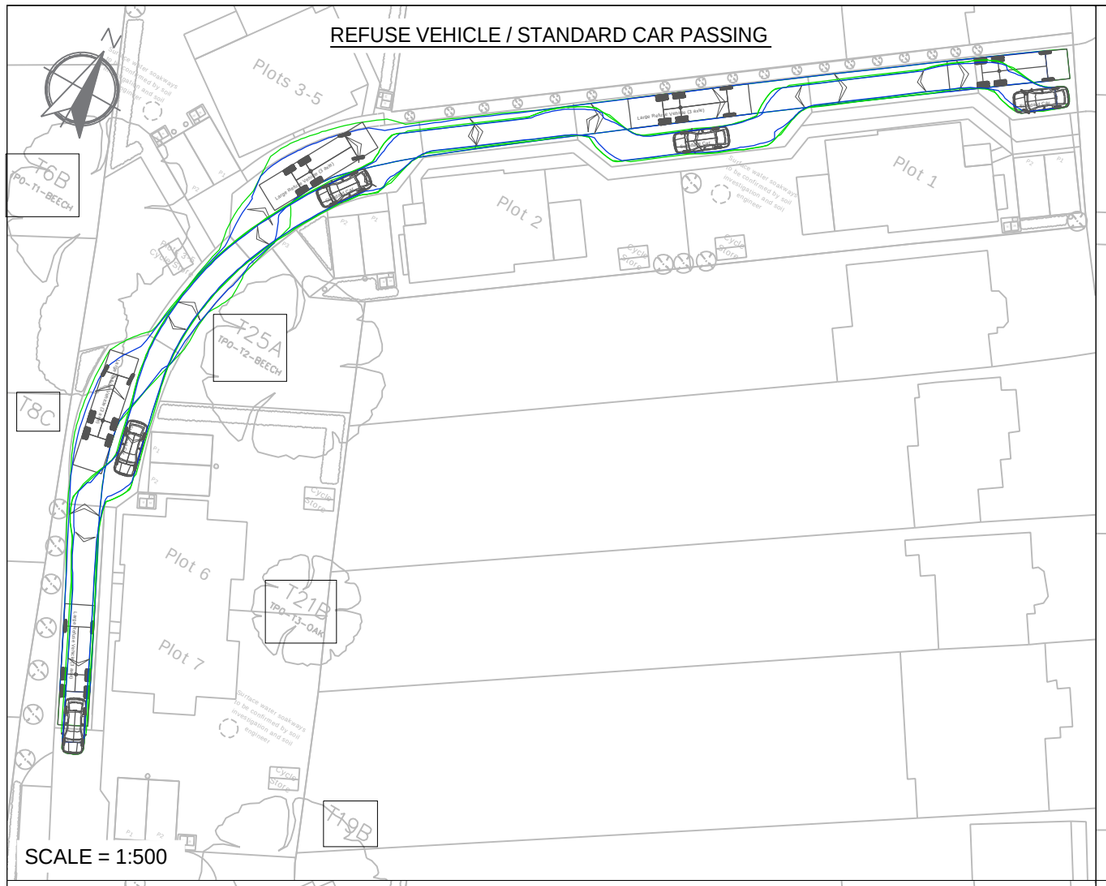
Project: Claygate Lane, Hinchley Wood

Drawing Title: Car Swept Path Anlysis

Drawing No.	Rev.
2022/6635/002	P7

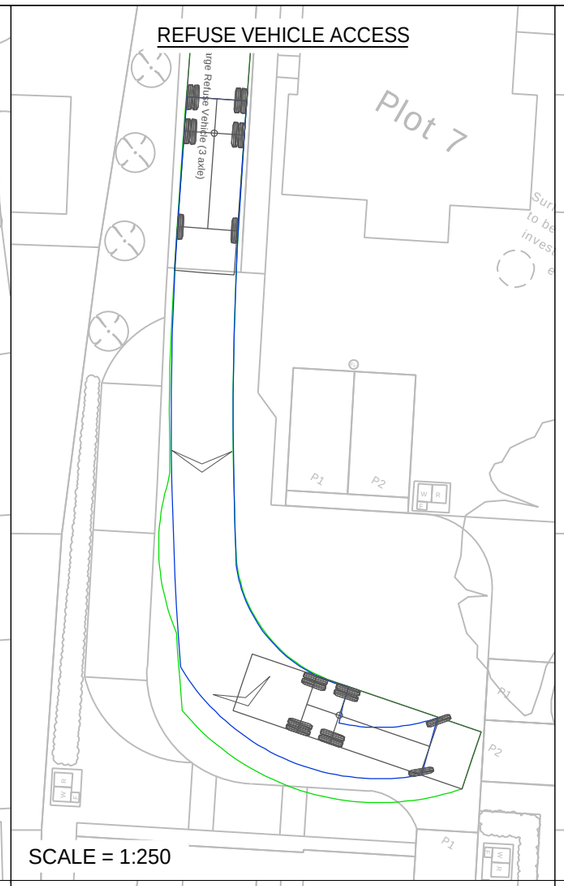
Scale	Drawn By	Checked By	
As shown	GE	JC	A3

REFUSE VEHICLE / STANDARD CAR PASSING



SCALE = 1:500

REFUSE VEHICLE ACCESS

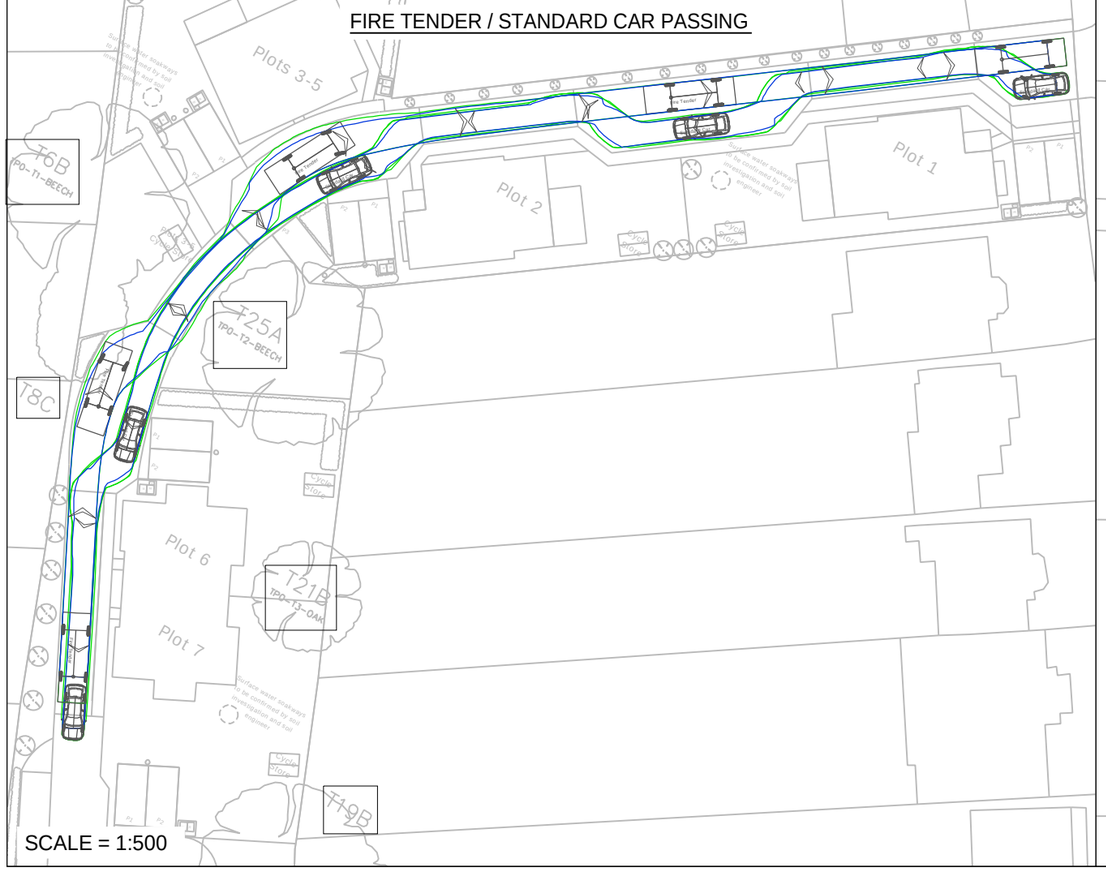


SCALE = 1:250

REFUSE VEHICLE EGRESS

SCALE = 1:250

FIRE TENDER / STANDARD CAR PASSING



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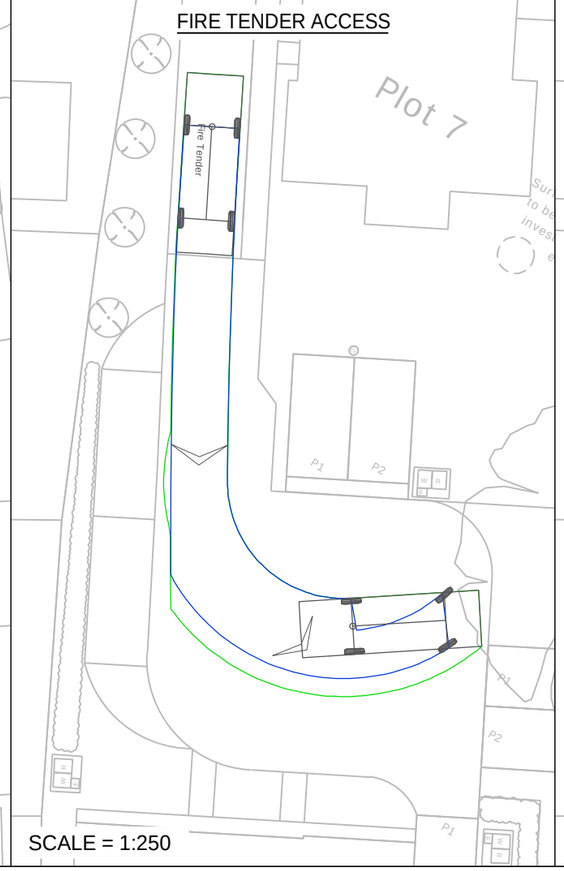
FIRE TENDER ACCESS



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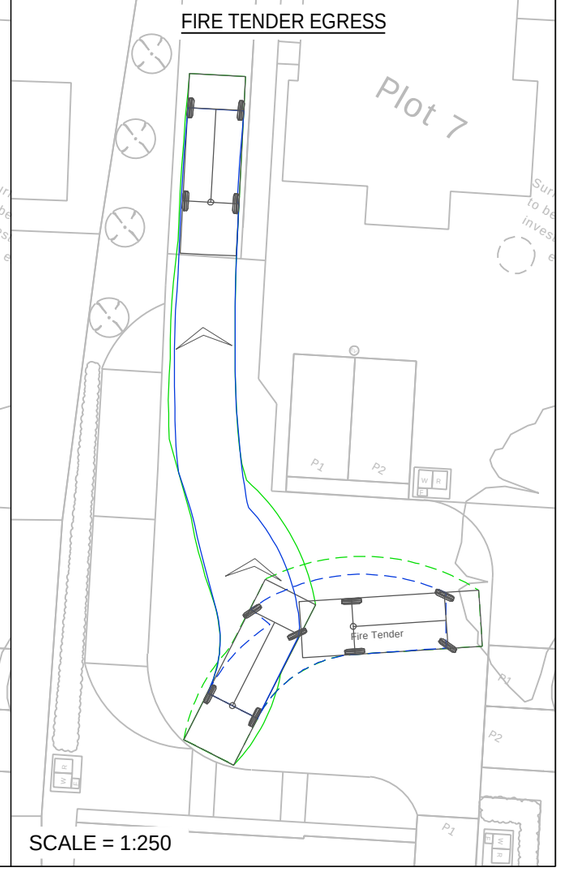
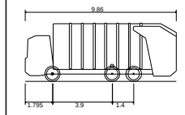
FIRE TENDER EGRESS



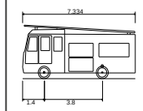
SCALE = 1:250

NOTES

This drawing has been prepared for the purpo of planning discussions and does not constitu a detailed design drawing, or construction drawing. A Design Hazard Inventory has beer prepared by RGP setting out the hazards whi have been designed out. This is available upo request.



Large Refuse Vehicle (3 axle)	
Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



Fire Tender	
Overall Length	7.334m
Overall Width	2.286m
Overall Body Height	3.495m
Min Body Ground Clearance	0.380m
Track Width	2.286m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	8.000m

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

Rev.	Drawn	Comments	Date
P7	GE	SITE LAYOUT UPDATED	11/09/23
P6	GE	SITE LAYOUT & SWEPT PATHS UPDATED	07/09/23
P5	GE	SITE LAYOUT & SWEPT PATHS UPDATED	29/08/23
P4	GE	SITE LAYOUT & SWEPT PATHS UPDATED	21/11/22
P3	GE	SITE LAYOUT & SWEPT PATHS UPDATED	07/11/22
P2	GE	SITE LAYOUT & SWEPT PATHS UPDATED	19/10/22
P1	GE	FIRST ISSUE	06/06/22

RGP
Transport Planning and Infrastructure Des
Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1E
1-2 Paris Garden, London, SE1 8ND
Tel: 01483 861681 / 020 7078 9962 www.rgp.co.uk

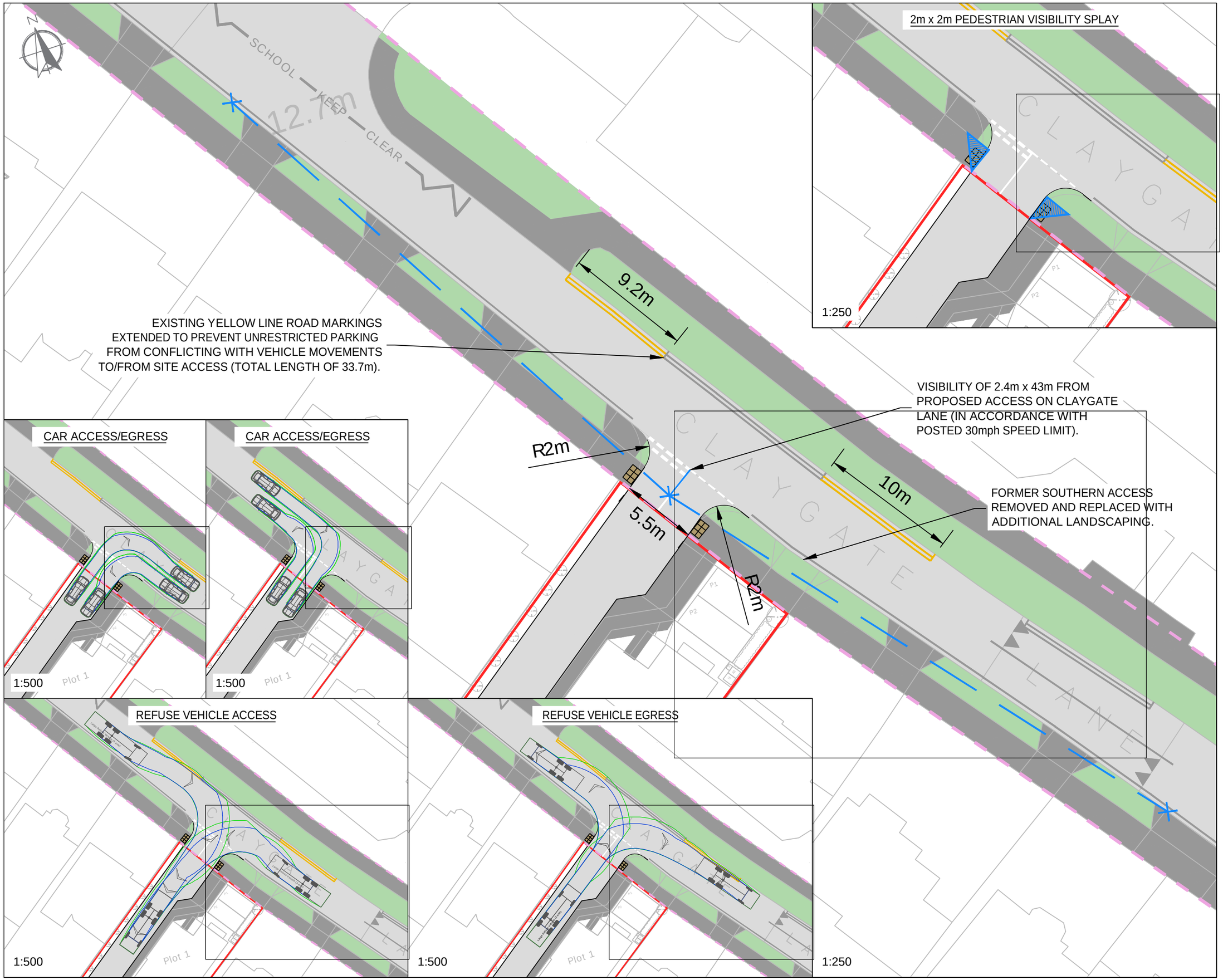
Client: Wynngate

Project: Claygate Lane, Hinchley Wood

Drawing Title: Refuse Vehicle & Fire Tender Swept Path Analysis

Drawing No.	Rev.
2022/6635/003	P7

Scale	Drawn By	Checked By	
1:200	GE	JC	A3



NOTES

This drawing has been prepared for the purpo of planning discussions and does not constitu a detailed design drawing, or construction drawing. A Design Hazard Inventory has beer prepared by RGP setting out the hazards whi have been designed out. This is available upo request.

SITE BOUNDARY

EXTENT OF PUBLIC HIGHWAY

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

Rev.	Drawn	Comments	Date
P3	GE	SITE LAYOUT UPDATED	11/09/23
P2	GE	CLAYGATE LANE, ACCESS DESIGN & SWEPT PATHS UPDATED	04/08/23
P1	GE	FIRST ISSUE	10/07/23

RGP
Transport Planning and Infrastructure Des
Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1E
1-2 Paris Garden, London, SE1 8ND
Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

Client: Wynngate

Project: Claygate Lane, Hinchley Wood

Drawing Title: Proposed Access Arrangement

Drawing No.: 2022/6635/007

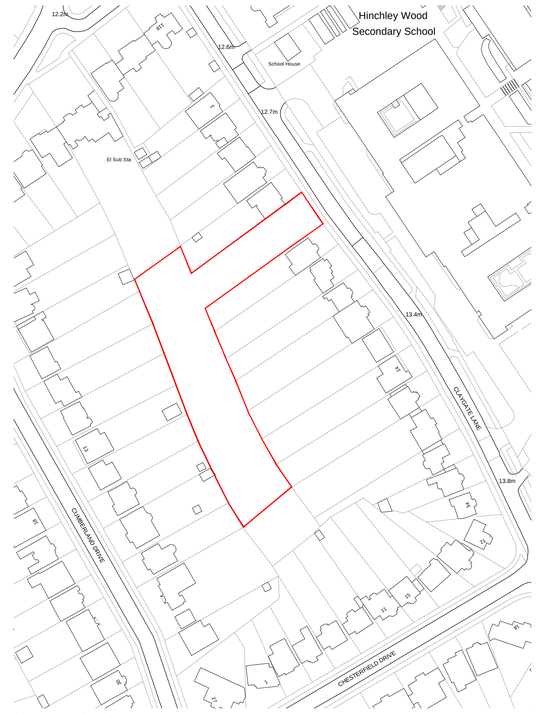
Rev.: P3

Scale	Drawn By	Checked By	
As shown	GE	JC	A3

APPENDIX A

ICONIC ARCHITECTURAL DESIGN

Rev.	Date	Detail



Location Plan
1:1250 at A1

0 1 2 3 4 5 10

1:250 at A1

ICONIC ARCHITECTURAL DESIGN
The Long Barn,
Cobham Park Road,
Downside,
Cobham, Surrey
KT11 3NE
tel: 07720 263223
email: planning@iconicad.com
arb Architects Registration Board
RIBA Chartered Practice

Client	Project Title	Drawing Title
Wynngate	12 Claygate Lane Hinchley Wood Esher, Surrey KT10 0AQ	Site Plan

Dwg No.	Year	Status	Proj. No.	Rev.	Scale	Date	Drawn
	2023	P	629	001	*	1:250 & 1:1250 at A1	Aug 2023	Andrew Long

APPENDIX B

Highway Authority Pre-Planning Advice
12 Claygate Lane

S

21 April 2023

Introduction

The following advice is offered to Wynngate Ltd following a request for pre-planning application advice. The advice is offered without prejudice to any future planning application submitted and any advice or recommendations provided by the Local Planning Authority.

Proposed Development

The application site is located on Claygate Lane, opposite Hinchley Wood School. The proposal is for the erection of 6 dwellings.

Access Arrangements

The proposed access has visibility of 2.4m x 43m in both directions. This is the requirement for an access onto Claygate Lane which has a speed limit of 30mph. The access width is wide enough for two cars to pass if two vehicles were to enter and exit simultaneously. The access will be implemented through the Mini S278 agreement process, further information can be found here - **Alterations to existing roads under S278 Highways Act 1980 - Surrey County Council (surreycc.gov.uk)**.

Tracking of a refuse vehicle into the site will need providing. The plans provided demonstrate the vehicle can use the internal road, but we need to see the vehicle entering and exiting the proposed access.

A plan showing a 2m x 2m pedestrian inter-visibility splay should be provided. No obstruction, including fencing, vegetation, or hedges, above 0.6m from the ground, should be within this splay.

A Stage 1 Road Safety Audit should be provided as part of any planning application. The safety audit could make recommendations for the implementation of double yellow lines either side of the access to prevent vehicles obstructing visibility and/or turning movements. A Stage 2 and 3 Road Safety Audit will also be required if the scheme is approved.

Parking

Sufficient vehicular parking is being provided for the proposed dwellings. Secure cycle parking should be provided for each dwelling. Reference should be made to Elmbridge Borough Council's Parking Standards and SCC Vehicular and Cycle Parking Guidance. The proposed parking arrangements should be in accordance with the design principles of Manual for Streets.

Electrical vehicle charging points should be provided with each new dwelling. All charging points should be provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply).

Accessibility

There are bus stops located outside the proposed site and a shared footway cycleway on the eastern footway. Hinchley Wood Station is within walking distance, offering sustainable transport options further afield.

Highway Impact

The proposed development will result in an increase in traffic compared with the existing use, however this is not deemed to be significant.

Construction Management Plan

Given the proximity to the school, a Construction Management Plan is required. This plan should include:

(a) parking for vehicles of site personnel, operatives and visitors
(b) loading and unloading of plant and materials
(c) storage of plant and materials
(d) provision of boundary hoarding behind any visibility zones
(e) vehicle routing
(f) measures to prevent the deposit of materials on the highway
(g) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
(h) no HGV movements to or from the site shall take place between the hours of 8.30 and 9.15 am and 3.15 and 4.00 pm (adjust as necessary according to individual school start and finish times) nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in surrounding roads at these times
(i) on-site turning for construction vehicles (or banksman be provided)

Summary

Having considered the proposals and subject to all of the above it is likely that the Highway Authority would raise no objections to the proposed development.

If you would like to discuss the matter further or feel there is something I have not covered, please do not hesitate to contact me.

Kirsty Wilkinson
Transport Development Planning
Surrey County Council

APPENDIX C

Calculation Reference: AUDIT-728001-230719-0728

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	2 days
	MW	MEDWAY	1 days
03	SOUTH WEST		
	DC	DORSET	1 days
04	EAST ANGLIA		
	NF	NORFOLK	3 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 17 to 40 (units:)
Range Selected by User: 6 to 40 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/18 to 09/11/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	4 days
Thursday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	9 days
Directional ATC Count	1 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	7

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	10

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

C3	10 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	4 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	7 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	6 days
No	4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	10 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 AC-03-A-04 TOWN HOUSES CHESHIRE WEST & CHESTER
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY 06/06/19 Survey Type: MANUAL

2 DC-03-A-10 MIXED HOUSES DORSET
ADDISON CLOSE
GILLINGHAM

Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY 09/11/22 Survey Type: MANUAL

3 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total No of Dwellings: 39
Survey date: TUESDAY 13/11/18 Survey Type: MANUAL

4 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY 31/10/18 Survey Type: MANUAL

5 MW-03-A-02 MIXED HOUSES MEDWAY
OTTERHAM QUAY LANE
RAINHAM

Edge of Town
Residential Zone
Total No of Dwellings: 19
Survey date: MONDAY 06/06/22 Survey Type: MANUAL

6 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY 19/09/19 Survey Type: MANUAL

7 NF-03-A-10 MIXED HOUSES & FLATS NORFOLK
HUNSTANTON ROAD
HUNSTANTON

Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: WEDNESDAY 12/09/18 Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

8 NF-03-A-51 SEMI-DETACHED NORFOLK
CITY ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 34
Survey date: TUESDAY 13/09/22 Survey Type: MANUAL

9 NT-03-A-08 DETACHED HOUSES NOTTINGHAMSHIRE
WIGHAY ROAD
HUCKNALL

Edge of Town
Residential Zone
Total No of Dwellings: 36
Survey date: MONDAY 18/10/21 Survey Type: MANUAL

10 WK-03-A-03 DETACHED HOUSES WARWICKSHIRE
BRESE AVENUE
WARWICK
GUYS CLIFFE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-03-A-01	Covid
HF-03-A-04	Covid
KC-03-A-09	Covid

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	10	30	0.057	10	30	0.265	10	30	0.322
08:00 - 09:00	10	30	0.205	10	30	0.359	10	30	0.564
09:00 - 10:00	10	30	0.191	10	30	0.191	10	30	0.382
10:00 - 11:00	10	30	0.124	10	30	0.174	10	30	0.298
11:00 - 12:00	10	30	0.158	10	30	0.171	10	30	0.329
12:00 - 13:00	10	30	0.087	10	30	0.148	10	30	0.235
13:00 - 14:00	10	30	0.171	10	30	0.134	10	30	0.305
14:00 - 15:00	10	30	0.151	10	30	0.195	10	30	0.346
15:00 - 16:00	10	30	0.285	10	30	0.201	10	30	0.486
16:00 - 17:00	10	30	0.198	10	30	0.114	10	30	0.312
17:00 - 18:00	10	30	0.285	10	30	0.154	10	30	0.439
18:00 - 19:00	10	30	0.228	10	30	0.104	10	30	0.332
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.140			2.210			4.350

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.

Parameter summary

Trip rate parameter range selected:	17 - 40 (units:)
Survey date date range:	01/01/18 - 09/11/22
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX D

12 CLAYGATE LANE, HINCHLEY WOOD

PROPOSED RESIDENTIAL DEVELOPMENT ACCESS ARRANGEMENTS

Stage 1 Road Safety Audit

July 2023

RW-SG-23-4155-RSA1

Report title:	12 Claygate Lane, Hinchley Wood. Proposed Residential Development Access Arrangements. RSA 1
Date:	20 July 2023
Document reference and revision:	RW-SG-23-4155-RSA1
Prepared by:	The Safety Forum
On behalf of:	Surrey CC / RGP

PO Box 831, Godalming, Surrey, GU7 9HT ◆ Tel: 01483 860999 ◆ enquiries@thesafetyforum.co.uk ◆ www.thesafetyforum.co.uk

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	R Westhead	S Gajia	[redacted]	20/07/23
Designer's Response				
Authority's Response				
Audit Response				

Client:	
RGP	The Safety Forum Ltd
Shackleford Suite Mill Pool House, Mill Lane Godalming GU7 1EY	PO Box 831 Godalming Surrey GU7 9HT
	Date: 20/07/23

TABLE OF CONTENTS

1.0 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the proposed access arrangements, for a residential development site at 12 Claygate Lane, Hinchey Wood, Surrey.

1.2 The highway proposals include: a new simple priority access junction from Claygate Lane to the north-eastern boundary of the site to serve 9 dwellings. There is proposed be a dropped kerb uncontrolled pedestrian crossing over the access. The access road is proposed to be 5.5m wide for a short distance into the access road whereby it narrows to below approximately 5m.

1.3 The Stage 1 RSA was carried out at the request RGP.

1.4 The Road Safety Audit Brief was supplied by RGP. The overseeing organisation is Surrey County Council. The RSA Brief was accepted by the Audit Team as adequate to complete the RSA.

1.5 The Audit was carried out between 17th and 18th July by consultants working on behalf of The Safety Forum Limited. The Audit Team, which is established from The Safety Forum Ltd and independent of the project design team, has had no involvement with the project.

The Auditors were:

Team Leader –Rob Westhead - BSc, MSoRSA, HE Cert Comp Road Safety Audit

Team Member –Siraj Gajia –BA (Hons), MCIHT, MSoRSA HE Cert Comp Road Safety Audit

1.6 The report has been prepared in accordance with General Principles and Scheme Governance General Information, GG 119, Road Safety Audit (Formerly HD 19/15).

1.7 The Audit consisted of a desktop study and a site visit. The site visit was carried out on 17th July 2023, between 15:00 and 15:45 hours by all members of the Audit Team together. The weather was dry and sunny and the road surface was dry wet etc. It was the end of the school day and traffic and pedestrian conditions were busy until about 15:25 when activity associated with the school dissipated.

1.8 Issues relating to the health & safety of operatives constructing, operating or maintaining the highway are not covered by Road Safety Audit. Only issues relating to the design and construction of facilities for highway maintenance that may potentially contribute to a Road Safety Matter are considered by the Road Safety Audit process.

Road Safety Audit is not a technical check that the design conforms to Standards and/or best practice guidance. Design Organisations are responsible for ensuring that their designs have been subjected to the appropriate design reviews (including, where applicable, Walking, Cycling & Horse Riding Assessment & Review) prior to Road Safety Audit.

Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.

Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.

1.9 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.

1.10 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit, and would encourage the Designer to consult them on this matter.

1.11 The Overseeing Organisation response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the Overseeing Organisation on final completion.

1.12 All problems identified in this Road Safety Audit Report are indicated on a location plan in Appendix A

2.0 ITEMS CONSIDERED

2.1 The Road Safety Audit was undertaken on the scheme detailed in the following documentation.

Drawing No.	Rev	Title
2023/6635/RSAB01	-	Road Safety Audit Brief
2022/6635/007	P1	Proposed Access Arrangement
1005	K	Site Layout Plan

2.2 No departure from standards or other information was submitted to the Audit Team.

2.3 The RSA Brief states that road collision data for the surrounding areas (Crashmap.co.uk) indicates no recorded injury collisions in the period 2015- 2021.

3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT.

3.1 PROBLEM

LOCATION: Tactile paving on northern side of crossing.

SUMMARY: Tactile paving likely to be overrun, and pedestrians may be struck by vehicles.

The proposed dropped kerb crossing point on the northern side of the proposed access, is in the area of the driveway to the adjacent private property at number 10 Claygate Lane. This is likely to result in vehicles accessing this property crossing over the tactile paving when they access their property. This could result in possible vehicle to pedestrian conflicts, particularly if a vehicle were to reverse from the driveway with poor visibility. The tactile may also become broken up resulting in trip hazards. Also of concern is a pedestrian at the tactile paving waiting to cross from the northern side of the new access junction, being stranded between vehicles using the driveway and vehicle using the junction. This could lead to a pedestrian moving away from one vehicle movement into the path of another.

RECOMMENDATION

Locate the access junction further south so that a vehicle accessing the driveway of number 10 Claygate Lane does not pass over the kerbline and pedestrians crossing area within the junction radius.

3.2 PROBLEM

LOCATION: Claygate Lane to north and south of access.

SUMMARY: Swept paths of vehicles exiting junction may be obstructed by on-street parking.

The swept path movements of vehicles exiting and entering the proposed access junction do not appear to show all movements in context of the available on-street parking. There is parking permitted on Claygate Lane to both the north and south of the junction in the southbound lane that may obstruct vehicles exiting the junction. Specifically, a longer vehicle exiting both left and right, and a car parked in the space for unit V1 closest to the junction that is exiting in forward gear and turning right from the junction.

Vehicles unable to make these movements may overrun the footways where they may come into conflict with pedestrians, or be forced to make multiple point turning movements which could conflict with other road users.

RECOMMENDATION

Ensure that all anticipated vehicle movements can be made safely in context of vehicles parked on street within the available permitted parking.

3.3 PROBLEM

LOCATION: Western side of Claygate Lane in verge to south of proposed access junction.

SUMMARY: Tree foliage/shoots may obstruct junction visibility. Emerging conflicts could occur.

Low foliage on the trees to the south of the access could obstruct junction visibility for vehicles exiting the proposed access junction. This could result in vehicles emerging from the junction into the path of northbound traffic.

RECOMMENDATION

Ensure visibility at the junction is not compromised by the presence of vegetation including tree shoots.

4.0 AUDIT TEAM STATEMENT

4.1 We certify that this audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER
Name: R Westhead
Position: Director
The Safety Forum Ltd
PO Box 831
Godalming
Surrey
GU7 9HT

Signed 

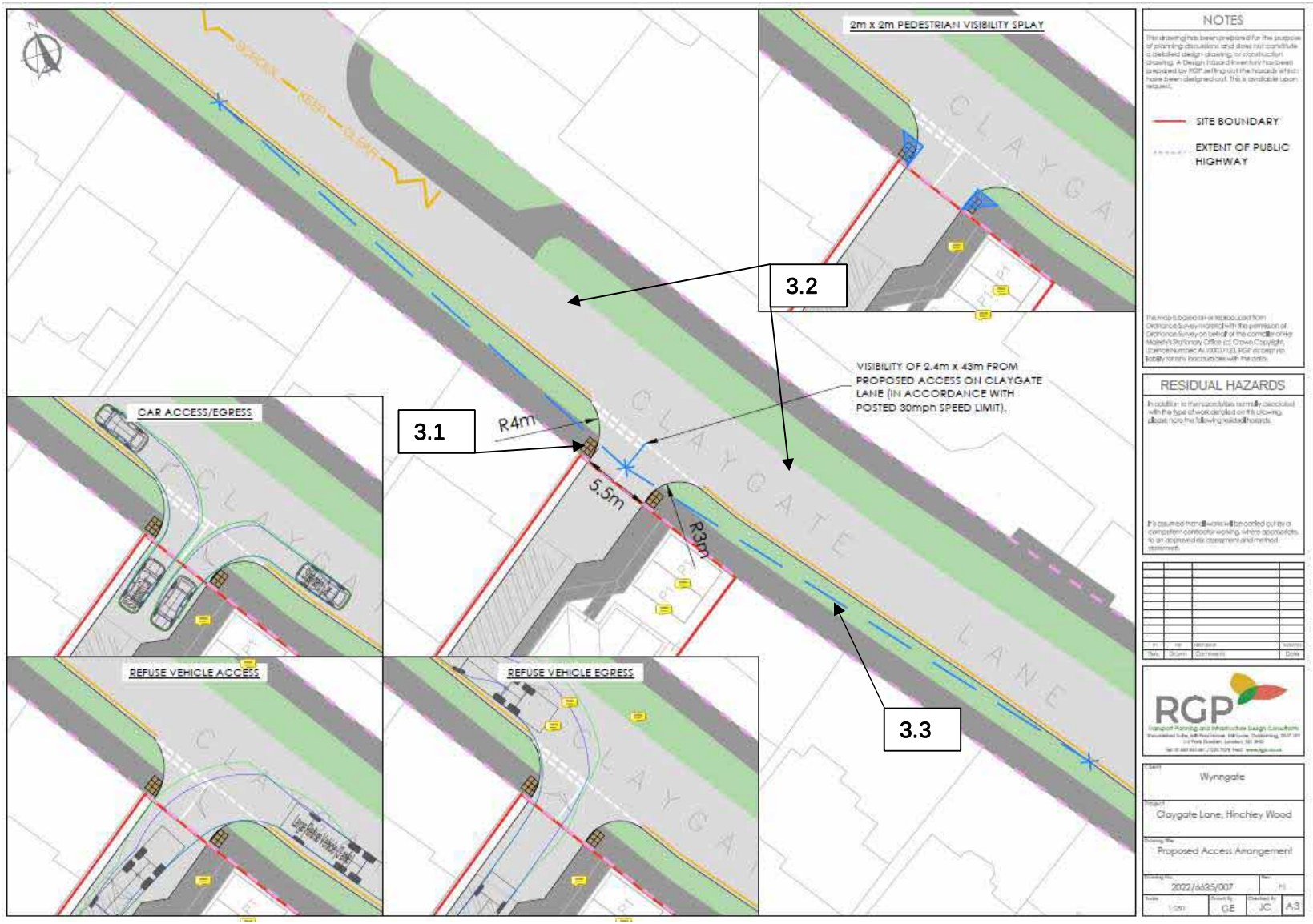
Date: 20 July 2023

AUDIT TEAM MEMBER
Name: S Gajia
Position: Road Safety Auditor
The Safety Forum Ltd
PO Box 831
Godalming
Surrey
GU7 9HT

Signed: 

Date: 20 July 2023

APPENDIX A: LOCATION PLAN


2m x 2m PEDESTRIAN VISIBILITY SPLAY
3.2
VISIBILITY OF 2.4m x 43m FROM PROPOSED ACCESS ON CLAYGATE LANE (IN ACCORDANCE WITH POSTED 30mph SPEED LIMIT).
3.1
R4m
5.5m
R3m
3.3
CAR ACCESS/EGRESS
REFUSE VEHICLE ACCESS
REFUSE VEHICLE EGRESS
NOTES
SITE BOUNDARY
EXTENT OF PUBLIC HIGHWAY
RESIDUAL HAZARDS
RGP
Wyngate
Claygate Lane, Hinchley Wood
Proposed Access Arrangement
2022/6635/007

APPENDIX E

STAGE 1 ROAD SAFETY AUDIT RESPONSE REPORT

LAND AT & TO REAR OF 12 CLAYGATE LANE, HINCHLEY WOOD, KT10 0AQ

PROJECT SUMMARY

Project Title	Proposed Residential Development, Land at & to rear of 12 Claygate Lane, Hinchley Wood, KT10 0AQ
RGP Document Reference	2023/6635/RSAR01
Date	03 August 2023
RSA Report Reference	RW-SG-23-4155-RSA1
RSA Prepared by	The Safety Forum
On Behalf of	Surrey County Council (Overseeing Organisation)

AUTHORISATION SHEET

Prepared by Design Organisation	
Name	James Colston
Position	Principal Consultant
Signed	[redacted]
Organisation	RGP
Date	03 August 2023
Approved by Overseeing Organisation	
Name	
Position	
Signed	
Organisation	Surrey County Council
Date	

INTRODUCTION

RGP is commissioned to provide highways and transport input in support of the proposed residential development at land at and to rear of 12 Claygate Lane, Hinchley Wood, KT10 0AQ ("the site").

The site comprises garden and greenfield land to the rear of dwellings along Claygate Lane, Chesterfield Drive, Cumberland Drive and Manor Road North. The proposal is 'backland' development because of its position behind the established building line of existing residential land-use.

The development proposals detail the erection of nine dwellings comprising two detached and four semi-detached houses and an apartment block comprised of three units.

Access to the site would be afforded via a new junction with Claygate Lane to the north-eastern boundary of the site, the proposed design of which was subject to the Stage 1 Audit.

RGP, as the Design Organisation, is required to provide a Road Safety Audit Response Report to address the items raised within the Stage 1 Road Safety Audit. This Road Safety Audit Response Report has been prepared in accordance with the Design Manual for Roads and Bridges '*General Information*' document GG 119 '*Road Safety Audit*'.

GG 119 confirms that:

… "*The objective of the road safety audit is to identify aspects of engineering interventions that could give rise to road safety problems and to suggest modifications that could improve safety. It is important to note that road safety audit is not intended to be a technical check of compliance with requirements*" …

RGP, as the Design Organisation, has therefore fully considered the problems and recommendations raised within the Stage 1 RSA report mindful of the above paragraph. This RSA Response Report includes all problems raised and recommendations made by the Road Safety Audit Team and provides RGP's response to these issues.

In accordance with the requirements of GG 119, the RSA Brief was prepared by design organisation and issued to the RSA team, including all required information, prior to commencement of the RSA report process.

KEY PERSONNEL

Overseeing Organisation	Surrey County Council
RSA Team	The Safety Forum –Rob Westhead & Siraj Gajia
Design Organisation	RGP –James Colston

MATTERS ARISING FROM THE STAGE I ROAD SAFETY AUDIT

Three 'problems' were identified within the audit, each of which are discussed herein.

Problem 1

Location	Tactile paving on northern side of crossing
Summary	"Tactile paving likely to be overrun, and pedestrians may be struck by vehicles."
Audit Team Recommendations	"Locate the access junction further south so that a vehicle accessing the driveway of number 10 Claygate Lane does not pass over the kerbline and pedestrians crossing area within the junction radius."
Design Organisation Response	This comment is acknowledged. The proposed access design has therefore been amended to retain the vehicle crossover to the immediate west. The radii of the junction has been changed and the necessary vehicles are still able to manoeuvre into and out of the site, as illustrated in Drawing **2022/6635/007**p. Furthermore, the incidence of a vehicle passing over the adjacent crossover at no.10 Claygate Lane would be sporadic, as supported by the trip generation analysis provided within the Transport Statement prepared by RGP (2023/6635/TS01), hence the risk of a conflict in the terms as suggested would be minimal.
Overseeing Organisation Response	
Agreed RSA Action	

Problem 2

Location	Claygate Lane to north and south of access.
Summary	Swept paths of vehicles exiting junction may be obstructed by on-street parking.
Audit Team Recommendations	Ensure that all anticipated vehicle movements can be made safely in context of vehicles parked on street within the available permitted parking.
Design Organisation Response	Drawing **2022/6635/007** illustrates the proposed access arrangement which has been amended to include the existing extent of double-yellow lines adjacent to the site access, with an extension to these restrictions proposed at both sides. The 9.2m lengthening to the northern side, and 10m to the southern would reduce the overall capacity for on-street parking, however owing to the standard assumption of 5m per parked vehicle (as per the standard Lambeth parking survey methodology guidance), this would only be a reduction in the effective on-street capacity by three spaces. This reduction in the on-street capacity is not considered significant and could be accommodated without significant detriment to the general operation between parked vehicles and through-traffic along Claygate Lane. Furthermore, the introduction of further parking restrictions adjacent to the access was suggested by SCC in the pre-application engagement and hence can be considered an acceptable solution in principle to allow all necessary vehicles to enter and egress the site unfettered.
Overseeing Organisation Response	
Agreed RSA Action	

Problem 3

Location	Western side of Claygate Lane in verge to south of proposed access junction.
Summary	Tree foliage/shoots may obstruct junction visibility. Emerging conflicts could occur.
Audit Team Recommendations	Ensure visibility at the junction is not compromised by the presence of vegetation including tree shoots.
Design Organisation Response	SCC confirmed that sufficient visibility splays can be achieved for egressing drivers within its pre-application response. The protrusion of any vegetation would not be significant so as to jeopardise the visibility in these terms significantly.
Overseeing Organisation Response	
Agreed RSA Action	

DESIGN ORGANISATION STATEMENT

On behalf of the Design Organisation, I certify that the actions identified in response to the road safety audit problems have been discussed and agreed with the overseeing organisation.	
Name	James Colston
Signed	[redacted]
Position	Principal Consultant
Organisation	RGP
Date	03 August 2023

OVERSEEING ORGANISATION STATEMENT

On behalf of the Overseeing Organisation, I certify that: • *the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and* • *the agreed RSA actions will be progressed.*	
Name	
Signed	
Position	
Organisation	Surrey County Council
Date	

RGP – Transport Planning and Infrastructure Design Consultants

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